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TIME-TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m.	every	15 minutes
8.00 „ „ 9.30 „	„	10 „
9.30 „ „ 11.00 „	„	15 „
11.30 „ „ 12.30 p.m.	„	15 „
12.30 p.m. „ 2.30 „	„	10 „
2.30 „ „ 5.00 „	„	15 „
5.00 „ „ 8.10 „	„	10 „

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS
Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.		
8.00 a.m. to 10.30 a.m.	every	15 minutes
10.30 „ „ 11.00 „	„	10 „
11.30 „ „ 12.00 noon „		15
12.00 noon „ 1.00 p.m.	„	10
1.00 p.m. „ 5.30 „	„	15 „
5.30 „ „ 6.00 „	„	10 „
6.00 „ „ 6.30 „	„	15 „
6.30 „ „ 8.00 „	„	10 „

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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 2 A Local. a.m.	No. 4 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. p.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 23 Local. p.m.	No. 21 Local. p.m.	No. 23 Local. p.m.
CANTON (Tai Sha Tau) dep.		7.30		2.15		5.30				
SHEK LUNG arr.		9.40		11.17		4.48				
dep.		9.45		2.03		4.50				
Shum Chun arr.		10.25		2.40		5.15	8.08	8.24	6.11	9.04
dep.	7.27	10.30	9.10	4.30	11.45		8.08	8.19	6.17	9.10
Sheungshui dep.	7.33	—	9.16	4.37	11.51	—	8.14	8.24	6.23	9.15
Fanling „ dep.	7.37	—	9.21	4.42	11.55	—	8.21	8.34	6.27	—
Taipo Market „ dep.	7.46	—	9.27	4.52	12.02	—	8.27	8.40	6.33	9.28
Taipo „ dep.	7.53	—	9.32	5.01	12.08	—	8.40	8.51	6.43	—
Shatin „ dep.	8.04	—	9.42	5.14	12.23	—	8.53	9.03	7.00	—
tsumati dep.	8.17	—	9.54	5.30	12.33	—	8.59	9.09	7.08	—
Hunghom dep.	8.22	—	9.10	5.36	12.41	—	9.05	9.15	7.20	9.35
KOWLOON arr.	8.25	11.10	9.13	5.39	12.44	7.25	9.08	9.18	7.23	9.38

Wednesdays and Saturdays only, until Sept. 15th.

UP TRAINS

Stations	No. 1 Local. a.m.	No. 3 Through Express. a.m.	No. 5 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local.	No. 16 Local. p.m.	No. 20 Local. p.m.	Nos. 18 Through Express. p.m.	No. 22 Local. p.m.	No. 24 Local. p.m.
Last Ferry leave H.K.	6.25	7.55	8.05	10.15	11.55 a.m.	1.00	7.00	2.55	4.25	6.05
KOWLOON dep.	6.45	8.10	8.20	10.32	12.10 p.m.	1.13	7.20	3.00	4.32	6.25
Hunghom „ dep.	6.50	—	8.25	10.37	12.04	1.23	7.25		4.37	6.30
Yaumati „ dep.	6.57	—	8.31	10.43	12.09	1.28	7.31		4.43	6.37
Shatin „ dep.	7.09	—	8.46	10.56	12.23	1.40	7.43		4.57	7.01
Taipo „ dep.	7.22	—	10.00	11.09	12.34	1.53	7.56		5.11	7.15
Taipo Market „ dep.	7.26	—	10.07	11.13	12.38	1.57	8.00		5.15	7.19
Fanling „ dep.	7.37	—	10.18	11.23	12.47	2.07	8.10		5.25	7.29
Sheungshui „ dep.	7.41	—	10.22	11.27	12.50	2.11	8.15		5.30	7.34
Shum Chun arr.	7.46	8.50	10.30	11.32	12.56	2.16	8.20	3.40	5.35	
dep.	—	8.55	10.55					3.45		
SHEKLUNG arr.	—	10.55	12.40					5.30		
dep.	—	11.00	2.15					5.40		
CANTON (Tai Sha Tau) arr.	—	11.50	3.10							

(Wednesdays and Saturdays only, until Sept. 15th.)

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
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Shatsukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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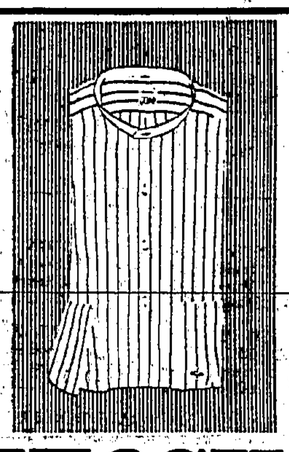

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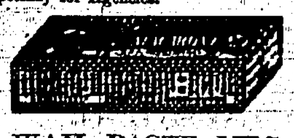

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FUTURE OF OIL.

BRITAIN'S GRIP ON RESERVE SUPPLIES.

AMERICA FORESTALLED.

SHELL GROUP'S VAST INTERESTS.

[BY SIR E. MACKAY EDGAR.]

In the following article Sir E. Mackay Edgar shows the dominating position obtained by British interests in the world's oil supplies, and predicts that in a few years' time America will be compelled to import immense supplies, the payment for which will find its way largely into British pockets.

If I were asked to name the most interesting event of the week I should pick out the telegram from New York which appeared in last Monday's papers. It was a telegram of awakening and alarm. It showed that America is beginning to realise that her supremacy in oil is passing away, and that the future of this most vital of industries lies with Britain. While America has been exhausting her supplies at prodigal speed, we have been getting a firmer and ever firmer grip on the world's reserves of oil. In a very little while America will have to come to us for the petroleum she needs.

That is the discovery which is agitating Washington. It is not a new discovery. The oil men of the United States have been aware of the situation for a good deal more than a year. But Congress and the country have slumbered. The average man, vaguely aware that America was a huge oil-tank, and never being troubled with any scarcity of motor spirit, has taken it for granted that oil was as inexhaustible a product as apples. The figures of consumption and production, the tokens of a diminishing domestic supply, have never worried him. But now he is forced to sit up and take notice. Unhappily for him, happily for us, his eyes have been opened too late. The mischief has been done.

A MISSPENT LEGACY.

In sixty years America has run through a legacy of petroleum that, properly conserved, should have lasted her for at least a century and a-half. The Americans have misused their oil just as they have misused every other form of natural wealth. Improvidence, carelessness, a blind gambling spirit, have marked all except the most recent phases of the American oil industry, and have wrought incalculable and irretrievable losses. More oil has probably run to waste in the United States than has ever reached the refineries.

It has been very carefully estimated that there is only enough available oil in the American soil to last her people for another twenty-two years. The effects of half a century of reckless mishandling are now becoming undisguisedly visible. Just when Americans have become accustomed to using twenty times as much oil per head as is used in Great Britain; just when invention has indefinitely expanded the need for oil in industry; just when it has grown to be as common and as true a saying that "Oil is King," as it was twenty years ago that steel was king; just when the point has been reached where oil controls money instead of money controlling oil—the United States finds her chief sources of domestic supply beginning to dry up, and a time approaching when, instead of ruling the oil market of the world, she will have to compete with other countries for her share of the crude product.

CONSUMPTION AND SUPPLY.

Already, though few people realise it, America is an importer of oil. Last year she imported from Mexico some 40,000,000 barrels of forty-two-gallons each. This year, if she can get it—that is to say, if she has the tankers to move it—she will be importing more still. Roughly speaking, America's consumption of oil is running between two and three million barrels a month ahead of her own production. And her power of consumption, already, as I have said, twenty times as great as ours, seems illimitable. There are at this moment some 8,000,000 petrol-driven vehicles in use in the United States. One-half of the entire amount of oil produced in the country is required to fill their tanks.

The great leaders of the American oil industry, men like Mr. Henry L. Doherty, the President of the Cities Service Company, and Mr. Bedford, of the Standard Oil Company, have foresight as well as enterprise. They faced the facts that consumption is outrunning supply, and that an intensified demand will soon be met by a dwindling American output. They recognise that a time is coming when a large proportion of the capital that has been sunk in laying down pipelines and erecting refineries will have to be written off, when the gap between American consumption and American production will rapidly widen, and when if Americans have failed to develop oilfields of their own in other lands, they will become more and more dependent upon foreign sources for the supply of one of the first necessaries of the twentieth century industry.

A CRISIS COMING.

It shows the magnitude of the crisis that is coming that Pennsylvania oil, now selling at $5.75 the barrel, is expected to reach $10 before the year is out; that motor spirit in the eastern cities must soon be fetching 40 cents a gallon; that America before 1921 will find herself 100,000,000 gallons short of petrol; and that unless the leading oil concerns in the country can raise $200,000,000 within the current year production will have decreased 10 per cent., while consumption, assuming that the present rate is maintained, will have increased 20 per cent.

What controls the oil position inside of America is transport and finance. The exhaustion of the old fields means scrapping the plant laid down to connect with them; and transport charges are so heavy that it is cheaper to put down new plant, even at the sky-high prices of to-day, than to move the old pipe-lines and refineries to freshly opened fields. The great American oilfields of the present lie in the west, but the consuming centres are still mainly in the east. Transport, therefore, is a problem that every year becomes more and more crucial. But American conditions in this respect merely reproduce the conditions that obtain throughout the oil industry of the entire world. I venture to say that for the next few years the governing factor in the oil position will be, not the amount produced, but the number of tankers available for moving it.

FORESTALLED BY GREAT BRITAIN.

Men like Mr. Doherty and Mr. Bedford, as I have said, understand the situation perfectly. During the past few years they have been diligently scouring the world for new oilfields. But what have they found? They have found, wherever, or almost wherever, they have turned, that British enterprise has been before them, and that the control of all the most promising properties is in British hands. In Mexico alone they have acquired a strong position, but even there we hold the winning cards.

Apart from Mexico it is almost a case of Britain first and the rest of the world nowhere. I should say that two-thirds of the improved fields of Central and South America are in British hands. In Guatemala, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Venezuela, and Ecuador a decisive, a really overwhelming majority of the petroleum concessions are held by British subjects, and will be developed by British capital. The Alves group, whose holdings encircle practically two-thirds of the Caribbean Sea, is a wholly British group, working under arrangements which ensure that the perpetual control of its undertakings shall remain in British hands. No American citizen and no American group has acquired, or ever could acquire, any such position in Central America as that which his enterprise and personality have secured for Mr. Alves.

Or take again that greatest of oil organisations, the Shell group, to the formation and direction of which Sir Marcus Samuel has contributed his unique genius. Ably financed and superbly managed, the Shell group owns exclusive or controlling interests in every important oilfield in the world—in the United States, Russia, Mexico, the Dutch East Indies, Rumania, Egypt, Venezuela, Trinidad, India (where, in conjunction with the Burmah Oil Company, it dominates the local position), Ceylon, the Malay States, North and South China, Siam, the Straits Settlements, and the Philippines. Sir Marcus Samuel publicly declared the other day that the firm he represents would never sell out to the Americans. That announcement alone closes a vast proportion of the world's petroliferous lands to any invasion from the United States.

THE PERSIAN CONCESSION.

One may take it that the whole of the British Empire is similarly shut off from foreign concessionnaires. So far the Imperial contribution to the world's output of petroleum has been insignificant. It amounts to not more than 2½ per cent. of the total. That wretched showing may before very long be improved upon in view of the new interest which the war and industrial developments have stimulated in the possibilities of an Imperial oil supply. But there is no chance, so far as I can see, of the Empire ever becoming self-supporting in the matter of petroleum. The Government, therefore, acted with a shrewd forethought when it acquired a majority interest in the ordinary shares of the Anglo-Persian Company, whose concession has forty-one years to run, and covers the whole of the Persian Empire. I think it may also and fairly be assumed that the position we have acquired in Mesopotamia ensures to British interests the development of the local oilfields.

What it comes to therefore, is that with the exception of Mexico, and to a lesser extent, of Central America, the outer world is securely barricaded against an American invasion in force. There may be small isolated sallies, but there can never be a massed attack. The British position is impregnable. All the known oilfields, all the likely or probable oilfields, outside of the United States itself, are in British hands or under British management or control, or financed by British capital.

A MELON FOR THE BRITISH.

We shall have to wait a few years yet before the full advantages of the situation begin to be reaped. But that the harvest will eventually be a great one there can be no manner of doubt. To the tune of many million pounds a year America before very long will have to purchase from British companies, and to pay for in dollar currency a progressively-increasing proportion of the oil she cannot do without and is no longer able to furnish from her own stores. We are dealing, remember, with very big figures. I estimate that if their present curve of consumption, especially of high-grade products, is maintained, the Americans in ten years' time will be under the necessity of importing 500,000,000 barrels of oil a year. At 2 dollars a barrel—a very low figure—that means an annual payment of 1,000,000,000 dollars per annum, most if not all, of which will find its way into British pockets. If there are any pessimists left in the United Kingdom I confidently invite them to put that in their pipes and smoke it.—*Sunday Times.*

THE GROWTH OF JAPANESE SHIPPING.

INSTRUCTIVE FIGURES FOR THE WAR PERIOD.

Figures recently compiled by the Nippon Yusen Kaisha Steamship Company, says the *Japan Advertiser*, show the growth of Japanese shipping from the beginning of the war, until its first big drop was registered during last year. The greatest part of the total figures which include total receipts of freight, passenger and charter business, came from foreign countries, much of it as the direct result of the war. The figures show material increase through each year of the war, and last year, a drop from Y.900,000,000, the 1918 high figure, to Y.640,000,000. Just what will be the figures at the end of the current year no dealer will predict, but it is positive that the drop will be astonishing.

Before the war the price of ships was quoted at Y.80 or Y.90 per ton, but during the war the quotation reached Y.800 and even Y.900. Since the end of the war the price has steadily declined, but it is still considerably higher than the pre-war figure, the present quotation standing at about Y.250 per ton. Charter rates were quoted at Y.40 or Y.45 per ton per month for the European service, while about Y.30 was quoted for the near-sea service. At present the ocean rate is only Y.6 or Y.7, while in the coasting trade business has been stood on a basis of only about Y.3 in some cases. Although the market price of ships is now about Y.250 per ton, the ships of some companies are rated at Y.330 or over in their books, and in the case of such shipowners, they cannot charter their ships to others without incurring losses unless the charter rate is not less than Y.7.

The depression of the shipping market will naturally make the fall in charter and freight receipts continue.

THE JAPANESE EMPEROR'S SERIOUS ILLNESS.

An important statement was issued on July 24th by the Imperial Household Department regarding the illness of the Emperor. The statement confirms the general impression that His Majesty has been seriously ill, and although the bulletin speaks hopefully of recent improvement, it admits the existence of grave symptoms indicating the existence of diabetes, and partial paralysis of the muscles of speech. The *Japan Advertiser* says deep sympathy with His Majesty in his painful illness will be felt by the whole foreign community, and they will join with his subjects in hoping for speedy amelioration.

The official *communiqué* states that owing to pressure of official business in recent years His Majesty has suffered from fatigue. Glucosuria (sugar in the urine) has been observed, and he has been subject to attacks of "hip gout" and nervous trouble, together with difficulty of utterance. Lately the condition of His Majesty has somewhat improved but his utterances occasionally lack clearness and he is easily fatigued. Except for urgent affairs of state His Majesty will continue to rest and will refrain for the present from discharging all formal duties such as audiences with diplomatists and other ceremonies at the Palace.

TREND OF AUSTRIAN POLICY.

UNION WITH GERMANY.

The *Times'* Vienna correspondent writes:—

When the new Austrian Republic adopted the union with Germany as part of its official programme this policy was by no means generally popular, and even its most stalwart champions, the Social Democrats, had as recently as May, 1918, been in favour of terminating the alliance with Germany. The complete dissolution of the old Austro-Hungarian Monarchy, however, produced a great change. The Social Democrats of Vienna were now eager to attach themselves to their German comrades, who were already dominant in that country, because they believed that they would gain in strength by becoming members of a vast Socialist *bloc* comprising all East and Middle Europe. With them were also certain proportion of the Christian Socialists, who, putting an entirely different construction upon the German situation, hoped to find in union an additional strengthening of the forces of law and order and a protection against the advanced views of many of the Social Democrats. That the *Grossdeutsche* were also in favour of the union goes without saying.

On the other hand, the idea of union was not liked by a large section of the Christian Socialists who stood for the small manufacturer and who feared the competition of their more highly developed neighbour. The powerful influence of the clergy was also another factor, for the priests disliked so close an association with Protestantism, and finally there was the natural hostility of the Monarchists, who clearly saw that such a policy would terminate for ever any chances Habsburgs might have of regaining their throne.

As regards the differences which have arisen between the Viennese and the peasants and have led the provinces to think of joining hands with Germany, the correspondent says:—

Both sides, of course, have been in fault. If one cannot sufficiently condemn the selfish, unpatriotic attitude of the peasants, who have practically shut the Viennese up as prisoners in their capital and have refused either to supply them with food at all or only at exorbitant prices, it must not be forgotten that the peasants were scared by many advanced Socialistic Bills, that the Government food policy has been hopelessly mismanaged, and, finally, that nobody has any great inclination to part with good food for practically worthless paper money. The net result, therefore, has been that the provinces, which at first had no general desire for the union, have become more and more anxious to escape from Vienna. This movement is obviously a still more dangerous phase of the same question, for whereas an Austria which joined Germany *en bloc* might have a certain influence, an Austria which joined piecemeal by petty provinces would simply be gobbled up and have no control whatsoever.

MILITARY SERVICE IN FEDERATED MALAY STATES.

THE VOLUNTEER SYSTEM.

At a recent meeting of the Federal Council of the Malay States the Hon. Mr. Kindersley said:—I wish to bring forward the question of Military service which I discussed by Council at this meeting. It appears to be generally acknowledged that the F.M.S. should have an efficient European force to deal with any internal situation that may arise, but the method of carrying it into effect is causing considerable controversy.

The point at issue is whether the force should be purely a volunteer force or whether it should be a kind of militia with compulsory service. Since the declaration of peace the M.S.V.R. has practically ceased to exist and it is, therefore, highly desirable that a move should be made in this matter at the earliest possible date. I now wish to urge that the demand for a purely volunteers force should be granted but I would include in the same measure the proviso that if, at any time, the enthusiasm wavers, and the force becomes a failure, compulsion could be brought in without further legislation. I have had long experience of this country and of the M.S.V.R. and my opinion is that a volunteer system would eventually fail. There would probably be an enthusiastic commencement, but I doubt if it would last. I hope I am wrong. Anyhow, I am all in favour of giving the volunteer system a trial. With regard to the form of conscription, in the event of failure, I would suggest that all young men arriving in the country who have not already been trained should go through a prescribed form of training in camp. Men who have served in the war, or had previous training, could form an armed reserve and be called up once a quarter for inspection of arms, etc. With regard to office, I would be against any system of election. There are a very large number of officers with service to select from, and I believe the most satisfactory course would be nomination by the Government. The whole subject is a very large one and I have brought it forward as I consider that it is urgent for public safety in the present state of the world that the protection of life and property in this country should not be left to chance. The matter should not be left in abeyance any longer.

The Hon. the Acting Chief Secretary, in reply, said he welcomed the remarks made by the Hon. Mr. R. C. M. Kindersley. The matter had been thought out from every point of view and the result was the Defence Force Bill. Views differed considerably but he thought that people who knew, thought that it would not be worth while trying to repeat the voluntary system. A certain form of compulsion was necessary. Anybody who chose to read the Colonial Bill would see how easy it had been made for young men to receive a good training. The conditions in the F.M.S. were different. In November last he said it would be well to appoint a Committee to go into the matter. The Committee had been appointed and he understood that a report had been circulated among members of the Council. It was impossible for Government to give a decision on the report of the Committee. No one realised more how very important this question was and what a risk he did not mind saying so, they ran in leaving matters as they were. He certainly considered that some sort of force on which they could fall back upon was absolutely necessary. He, therefore, made the announcement with the approval of His Excellency the High Commissioner pending any decision that they were prepared to call upon the young men and the manhood of the F.M.S. to come forward as volunteers and at once move to bring the regiment to its previous high standard, and steps would be taken at once to that effect.

AN AMERICAN SCHOOL FOR JAPAN.

HANDSOME DONATIONS FROM AMERICA.

A remittance of Y.77,320 from New York City, for the building of the American School in Japan has been received in Tokyo in a letter from Mr. Albert G. Milbank of that city. This remittance represents the equivalent of $40,000 which was pledged by Mrs. T. M. Anderson of Long Beach, California.

The construction of the temporary school at Tamachi Station in Tokyo is going along rapidly now and it is thought that this building, will make splendid quarters for the school during the time the permanent building is in course of construction. The campaign in America has been aided by Mr. Thomas W. Lamont, who gave a dinner party in New York recently to present the cause of the American School to the business community there. The various mission boards have assured the campaign money for current expenses and the officials in charge of the Inter-Church World movement have assured local workers of the support of that organization. The campaign among the Americans in the Tokyo community has received good support and those in charge say that the final result when it is made known will be surprising. The total amounts to Y.102,740 and it is drawing a substantial interest.

(Other subscriptions to the fund for the American School include gifts from the International General Electric Company, the International Western Electrical Company, Mrs. S. G. Iselin and Mrs. Hiram Knox. These remittances, together with the Y.20,000 contributed by the U.S. Steel Products Company, make up the grand Y.102,740.—*Japan Advertiser.*

ROYAL AIR FORCE MEMORIAL FUND.

AN APPEAL.

The following copy of a letter received by His Excellency the Governor from the Right Honourable Lord Hugh Cecil, Chairman of the Royal Air Force Memorial Fund, has been forwarded to us by the Colonial Secretary:—

THE ROYAL AIR FORCE MEMORIAL FUND.

Patron: H.R.H. PRINCE ALBERT.
Chairman: The Rt. Hon. Lord HUGH CECIL.

25, Victoria Street,
Westminster, S.W.1.
May 6th, 1920.

To His Excellency Sir R. E. STUBBS,
Governor of Hongkong.
Victoria.

SIR,—I have the pleasure to enclose you a few copies of the appeal which has just been issued by the "Royal Air Force Memorial Fund," from which you will gather that the Fund has been established to commemorate the achievements of the Flying Services during the War, and the objects which the Fund has in view. I feel sure that these objects will commend themselves to British subjects throughout the Empire and that many of them will be glad of an opportunity to contribute to this Memorial.

I shall be most grateful if you can bring the appeal to the notice of a few of the prominent residents in Hongkong with a view to enlisting their co-operation in the formation of a Local Committee under your patronage for the purpose of raising contributions for the Fund.

Should additional copies of the appeal be required I shall be glad to forward them.—I am, etc.,

(Sd.) HUGH CECIL,
Chairman.

[Enclosure.]

THE ROYAL AIR FORCE MEMORIAL FUND.

[OBJECT.]

This Fund has been established on the initiative of Air Marshal Sir Hugh Trenchard, Bt., K.C.B., D.S.O., to commemorate the services of the Royal Naval Air Service, Royal Flying Corps, the Australian Flying Corps, and the Royal Air Force during the war, by an organisation which will secure such lasting benefits to the officers and men of the Royal Air Force and their dependents, as may be worthy of the greatness of the achievements commemorated.

The Executive Committee has most carefully considered what shall be the objects which the Fund should seek to promote, and in forming their plans have striven to have regard to two different principles which they have tried to harmonise. The first is that a memorial of the Royal Air Force must distinctively commemorate the Royal Air Force. The second is that waste and overlapping should so far as possible be avoided by co-operating with other organisations having similar purposes for the Navy and the Army.

In pursuance of these principles, they have put themselves into communication with the United Services Fund and with Lord Haig's Central Committee, and they anticipate that without forfeiting the distinctive character of their work they will be able to attain the objects they design for the benefit of the officers and men of the Royal Air Force and their dependents, and yet escape mischievous overlapping. They have likewise approached the Flying Services Fund so as to avoid interfering with the less extensive but valuable work of that organisation.

The objects the Executive Committee have decided to pursue are:—

The erection of a Commemorative Monument to the fame of the officers and men of the Royal Naval Air Service, the Royal Flying Corps, the Australian Flying Corps, and the Royal Air Force, including the officers and men who joined the Force from the Overseas Dominions.

The establishment of places of residential education (like the Trafalgar Homes) for the Children of Airmen.

The provision of Bursaries available at approved schools for the Children of Officers.

Generally the provision of such treatment and the rendering of such assistance, as means may permit, either directly or in co-operation with other organisations, to officers and men and their dependents who may be disabled, sick or otherwise infirm.

All officers and men of the Flying Services, whether from the Dominions or from the United Kingdom, will, of course, be equally eligible for these benefits.

Officers and other ranks of the W.R.A.F. will be eligible for participation in the benefits of the Fund.

These objects will be furthered by the Royal Air Force Memorial Fund in the closest co-operation with the United Services Fund, with Lord Haig's Committee and with the Flying Services Fund, in accordance with the requirements of each particular object, so as to prevent overlapping in expenditure; and the Executive Committee are confident that they will both fittingly commemorate the precious national services of the Royal Air Force and realise with due economy the benefits intended for those whom it is sought to help. An approximate estimate shows that a much larger sum, probably about £400,000, will be required. It is necessary, therefore, to appeal to the abundant generosity of those who honour the memory of the services and sufferings of the Royal Naval Air Service, Royal Flying Corps, the Australian Flying Corps and the Royal Air Force during the war.

CORRESPONDENCE.

MOTOR-CAR ACCIDENTS AND THEIR CAUSES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—A week seldom goes by without several motor-car smashes being reported and there are others which take place that we do not hear of. Only the other evening an accident occurred that might have resulted in far more serious consequences than a severe shake up.

What is the reason for so many accidents? Are our motor-roads too narrow and congested to permit the passing of two cars with safety? Or does the fault lie with the chauffeurs? I am inclined to the latter opinion, by experience of many. I should like to record the case of a particular driver I had once; only once—and I discharged him as he was a danger to the public; but even now I occasionally see him filling sixty seconds "worth of distance" about the streets. Years ago he may have passed the test, but now he is almost blind, yet he still holds a licence. I should think it interesting to know how often are licences renewed. Are the men's driving capabilities recorded every six months or annually? Or are they only examined once, when they apply for a licence?

Undoubtedly chauffeurs should become more efficient through continued experience, but there must be some who develop infirmities, like nervousness, etc., which means they are unsafe when a swift decision on the road has to be made.

Something should be done by the authorities to minimise the risk of accidents, and I think all present licences should be shroffed by the police who would satisfy themselves as to the efficiency of the holder, before granting a renewal, and this should be done periodically.

Motoring is not the pleasure out here that it might be in consequence of these reckless drivers, and I venture to say that 6 out of 10 persons who ride in the local cars are not at their ease at all, but feel that something is going to happen at any moment.

I do not think that cars should be allowed to exceed 20 miles an hour, especially when going on the Island road and all cars should be fitted with dimmers.

Thanking you for inserting this letter.—Yours faithfully,

OWNER.

Hongkong, August 10th, 1920.

LOVE'S FOLLIES.

TWO FRIENDS AND A GIRL.

At the Magistracy, yesterday, a Chinese was charged with attempting to commit suicide by jumping into the harbour.

Defendant said that he did not attempt to commit suicide. He was walking along the Praya when he became interested in some pictures. He turned round, missed his footing and fell into the harbour.

Inspector Willis said that about two days ago defendant came down from Canton, accompanied by a girl. Her former lover followed the couple and a quarrel ensued in the street. The Police interfered and took the parties up before the Secretary for Chinese Affairs where it was decided that the girl should be looked after by the Po Leung Kok. The two men went away, evidently satisfied with the decision and did not evince a particle of animosity towards each other. They went to the same boarding-house and on Monday evening defendant said he was going out for a walk. As defendant seemed depressed the other man followed him, and, to his surprise, saw him fling himself over the Praya into the harbour. The friend, without any hesitation, whatever, jumped in after defendant and rescued him; otherwise he might have been drowned.

Mr. Hutchison ordered defendant to behave himself better in the future and discharged him.

BEGAN EARLY.

CHINESE YOUTH IMPRISONED.

A Chinese youth, who is sixteen years of age, served a term of imprisonment last year for larceny and was then banished for ten years. He returned to the Colony a few days ago, his reason being that he wanted to search for employment. For returning from banishment he was sentenced, yesterday, to twelve months' hard labour.

HONGKONG TRADE RETURNS.

ENORMOUS INCREASE IN STERLING TOTALS.

The Trade and Shipping Returns of Hongkong for the 2nd Quarter, 1920, have just been issued from the Government printers, Messrs. Noronha & Company. While all values are required to be stated in local currency, for the purposes of publication these values are converted monthly into sterling. For the quarter under notice the rates were: April, 4/11 to the dollar; May, 4/6½; June, 4/0½. We quote below the comparative figures for the second quarter of 1919 and the second quarter of 1920, but draw attention to the fact that, under instructions from the Imperial Government, movements of Treasure prior to July 1st, 1919, are not made public.

IMPORTS

	2nd Quarter 1919	2nd Quarter 1920
United Kingdom	820,831	3,115,678
British Dominions, Colonies and Protectorates	820,831	4,075,154
China	2,658,013	4,150,939
Japan, Korea, and Formosa	1,676,808	2,977,683
Other Foreign Countries	2,650,104	9,010,761
	7,011,439	24,101,215
	£1,052,106	£4,096,507

EXPORTS

	2nd Quarter 1919	2nd Quarter 1920
United Kingdom	630,812	760,930
British Dominions, Colonies and Protectorates	2,160,558	2,702,506
China	10,404,963	12,631,576
Japan	1,316,772	872,337
Other Foreign Countries	4,020,931	11,909,713
	18,187,961	28,317,062
	£1,362,594	£4,247,559

	2nd Quarter 1919	2nd Quarter 1920
	760,930	3,415,723
	357,216	4,432,400
	4,585,620	8,657,197
	3,715,549	13,358,679
	9,409,307	35,022,942
	4,696,241	8,261,450
	5,027,765	17,644,333
	1,655,813	2,558,190
	8,227,727	20,326,180
	19,925,276	49,153,226
	£2,989,291	£7,372,984

"RATHER LIKE SLAVERY."

CHINESE RATTAN-WORKERS' CUSTOM.

At the Magistracy, yesterday, a rattan-worker was summoned by his employer for leaving his employment without notice.

Mr. F. E. Nash appeared for the complainant.

Defendant stated that his master dismissed him. He secured another job and left the place.

Mr. Nash said that defendant had left the place of his own accord, leaving a debt of $42.92 money advanced to him when he joined the firm. It was the usual custom to pay men in advance and they had to remain in service till the debt was wiped out. It was inconceivable that his client would dismiss defendant when he owed that sum of money.

Mr. Hutchison remarked that that sounded rather like slavery.

Mr. Nash replied that it was the custom.

Defendant said that the men were trying to get money out of him. He had worked for a number of months and he thought the debt was wiped out. In fact, he was not sure whether he did owe the man any money.

Mr. Nash wished to know if defendant thought that his master was running a charitable institution.

Mr. Hutchison reserved his decision.

BATHING TRAGEDY AT CHEFOO.

LADY MISSIONARY DROWNED.

A sad bathing fatality occurred at Chefoo on the morning of July 29th, off the East Beach, an elderly lady, a missionary of the China Inland Mission who was on a visit, dying of heart failure while bathing in the sea. She went down for a dip with two companions rather soon after her morning meal. As she did not enter the water with her companions they were dressing while she was still in. Suddenly, one of them noticed her floating on the water, and suspecting something was amiss immediately rushed into the sea again and pulled the unconscious body ashore. Mr. Forsyth, of Shanghai, who was out rowing, at once rendered assistance, while others hurried to call the doctor.

In a remarkably short space of time four doctors were hard at work attempting to restore consciousness by the aid of artificial respiration but their efforts were unavailing.

Reports coming by way of Seattle announce that Raoul Amundsen, Arctic explorer, has discovered new lands near Tsar Nicholas II Land in the Arctic. Amundsen's ship, *Maude*, became so icebound during the winter that only the frozen masts were visible above the ice. Bears were heard padding across the snow masses covering the ship's deck. Amundsen broke his arm in a fall and on another occasion narrowly escaped from an encounter with a bear.

SCOTTISH SPORT.

SCOTTISH AMATEUR CHAMPIONSHIPS.

[FROM OUR OWN CORRESPONDENT.]

JUNE, 30th.

That Scotland is not so barren of good amateur runners as many suppose was shown at Powderhall, Edinburgh, on the occasion of the Scottish Amateur Athletic Association Championships. There was keen competition, but a breeze militated against good times in some of the events. The 100 yards title was carried off by a Stewart's College man, Ivan Tait in 10 2-5th sec. This furlong went to a West of Scotland runner, H. J. Christie, and if his final time, 27 2-5th sec., appears slow, it may be mentioned that he did 23 4-5th sec. in his heat, and the furlong final was his fourth race within an hour.

A feature of the meeting was the success which attended the Edinburgh University blue, W. L. Hunter, who, in addition to retaining possession of the high and broad jumps, regained his old title in the 120 yards hurdles. The holder L. J. Dunn, of Watson's College, was beaten, and Hunter led almost all the way. Tom Nicolson easily retained his titles in the hammer throwing and putting the shot.

A notable success was that of D. McPhie, West of Scotland, who in appropriating the half mile and mile races put in two fine performances, with the respective times of 2min. 0 3-5ths. secs. and 4min. 28secs. He could improve on it, as could also the four mile winner, J. Wilson, Greenock, who lapped his opponents after going three miles, and finished 500 yards ahead of W. Kerr in 20min. 22 2-5ths. sec.

G. Dallas, Maryhill, won the quarter mile well in 52sec. The three miles walk was won by the title-holder, C. McLellan, Shettleston Harriers. As a wind-up, the relay race proved a most exciting affair, the honours being retained by the Maryhill Harriers.

CRICKET.

The struggle for supremacy between batsmen and bowlers was very keen, and it was the exception to find the trundlers really mastered. Aberdeenshire, in a Scottish Counties Championship match with Stirling County, gained such an ascendancy over the southern side's bowling that they closed their innings with six wickets in hand, yet they failed to secure the verdict. The Stirling men set themselves to save the game, and this result they achieved through good defensive tactics. In the other County game, at Broughty Ferry, the bowlers dominated the position, and Fifeshire, although defeated, must be given credit for the fight they put up against their formidable opponents. The Tayside side shaped badly to Philip, who had the analysis of 5 wickets for 19 runs.

Though Captain H. M. Sprot (West of Scotland), J. McCrow (Edinburgh Academicals), R. A. L. Ritchie (Old Fettesians), and A. W. Angus (Watsonians) all distinguished themselves by compiling centuries, the last-mentioned, with 143, having the credit of hitting the highest individual score this season, the outstanding personal triumph was the performance of Sandiford, the Poloc professional, who dismissed nine Kilmarnock players for 38 runs.

SCOTTISH COUNTIES CHAMPIONSHIP.

Aberdeenshire, 217 for 3 closed; Stirling County, 80 for 9.
Forfarshire, 131 for 8; Fifeshire, 101.

PUBLIC SCHOOLS CHAMPIONSHIP.

Loretto, 181 and 220; Merchiston, 225 and 102.
Edinburgh Acad., 230 for 8; Glenalmond, 78.

WESTERN UNION.

Clydesdale, 173 for 5; Urdingston, 144.
Poloc, 196 for 7; Kilmarnock, 83.
Ferguslie, 180 for 7; Kelburne, 77.
Ayr, 201; Drumpellier, 175.

CLUB MATCHES.

Grange, 240; Perthshire, 229 for 6.
Old Fettesians, 331 for 8 closed; and 31 for 5; Fettes, 136 and 233.
Greenock, 215; Carlton, 97 for 8.
Watsonians, 282 for 6; Clarendon, 63.
Edinburgh Academicals, 238 for 9; Heriotonians, 135.
Glasgow Academicals, 143; Academy, 53.

THE AMERICAN CHALLENGERS AT GOLF.

The entry of Walter Hagen and Jim Barnes for the Open Championship of golf has caused a bigger flutter than did that of McDermott in 1913, when McDermott finished fifth. Hagen, who is undoubtedly the best golfer in America, is not a stylist, but he gets the results; he has the right temperament, and he has plenty of confidence and courage. Barnes is a Cornishman, but learned all his golf in America. Both are good putters. They go for the hole every time, and when the ball slips past it is astonishment rather than disappointment which passes over their faces. And every missed putt is tried again.

EX-KING THEBAW'S DAUGHTER MARRIED.

The wedding took place recently at the ex-Queen's house in Rangoon, of the fourth princess of Burma, daughter of the late King Thebaw, to Ko Ko Naing, a young man from the Magwe district, who recently renounced the Buddhist priesthood after fulfilling a vow of devotion for ten years. He is the son of a farmer and has considerable linguistic attainments.

The bride, who was simply dressed and wore no jewellery, was born during King Thebaw's last internment at Ratnagiri and is regarded as the best educated and most accomplished of Thebaw's daughters.

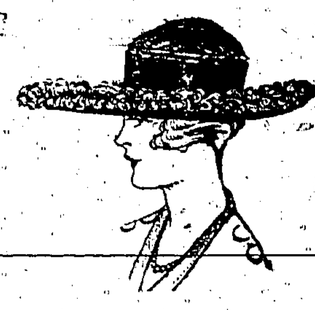
A number of European officials and others attended the wedding, which was performed with traditional Brahministic rites by U Than Da, who was chief astrologer at Thebaw's Court. The ex-Queen did not appear, but directed that all the poor should be fed.

Dainty Summer Hats

We have just unpacked a few Models of Exquisitely Trimmed Millinery from NEW YORK.

INEXPENSIVE HATS.

HATS OF DISTINCTION.



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Specially made for this climate.
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A CHOICE ASSORTMENT IN
A VARIETY OF MATERIALS
TIES TIES
BATSWING—FOUR-IN-HAND
A LARGE SELECTION
ALWAYS SHOWING—
WASHING BOW TIES. [

NEW ADVERTISEMENTS

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE General Agents and Consulting Committee have This Day declared an INTERIM DIVIDEND of $15 per Share, payable to Shareholders on the Register on the 14th August, 1920. Dividend Warrants will be payable on the 21st August, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 21st August, 1920, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents,
China Sugar Refining Co., Ltd.
Hongkong, August 10th, 1920. [1324

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR ($1.) per Share for Account 1920, will be payable on WEDNESDAY, the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 21st August, 1920, to WEDNESDAY, the 25th August, 1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Manager.
Hongkong, August 10th, 1920. [1325

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.
JOHN ARNOLD,
Secretary.
Hongkong, July 17th, 1920. [1217

NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguilar Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO.

I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLLA,
Milliner and Draper.
Hongkong, July 21st, 1920. 1240

WANTED.

WANTED by Englishman Board and Residence with Private English Family.

Reply— Box No. 1317.
Care of "Daily Press" Office.
[1317

WANTED.

ASSISTANT (British) for Book Dept. of Merchant's Office. State Age, experience and salary required.

Box 1318,
Care of "Daily Press" Office.
[13 8

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station,
Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.
[1139

FOR SALE.

NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.
For particulars apply—
CARVALHO & COMPANY,
Machinery Department.
[996

FOR SALE.

NO. 1, STEWART TERRACE, 87, The Peak.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
1281

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads
Tel. No. 8. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.

TERMS—MODERATE.

Special Arrangement for Families on Application to—

J. H. OXBERRY
77] Proprietor.

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P., Q., AD.

WANTED. — DOCTOR, British, at present North China, experienced in tropical medicine, lately demobilized, desires practice, partnership or locum tenensy. Free October. Write—Box AK, care of *Daily Press* Office. [44

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

BY Order of Concerned the Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, August 11th, 1920, at 11 A.M., at Holt's No. 6, Godown, West Ground Floor.

Mark NWT 7 cases

Comprising:—

One No. 5 TRIUMPH PRINTING PRESS RACK, CAM AND TABLE, distribution with patent Air Springs, Automatic release, patent rear tapless delivery, hinged roller Frame, Ink Fountain, Rubber Blanket, Wrenches, two sets Roller Stocks, Roller Moulds, and overhead Fixtures, consisting of Counter Shaft, two hangers, two Cone Pulleys, and Driving Pulley.

The Printing Machine is guaranteed manufactured by Cottrall & Sons, San Francisco.

Notice of Printers is called to this Sale, as the Machine is in very good condition.

Terms.—20 per cent. Deposit to be paid immediately on the fall of the hammer.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned will sell by Public Auction on THURSDAY, August 12th, 1920, at 2.15 P.M., at his Sales Room.

One Grand Piano by Collard & Collard.
One Baby Grand Piano, Collard & Collard.
One Motor Bicycle.
One Henderson Motor Cycle with speedometer and Lamp.
One Large Office Safe.
TERMS:—Cash on Delivery.

ST. JOHN'S CATHEDRAL.

MONDAY next.

at 9.15 p.m.

ORGAN RECITAL

Vocalists:
MR. HOWARD FREEBORN,
MR. E. T. CROCKER.

1318

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms. Billiard Room Officers' Room. C.P.O.'s Room Restaurant Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Dayspring."

[78

NOTICES TO CONSIGNEES

"ELLERMAN LINE."

NOTICE TO CONSIGNEES.

FROM HAMBURG & ROTTERDAM.

THE Steamship

"SWAZI"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holts Wharf, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after August 13th, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before August 20th, 1920, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on August 12th, between the hours of 10.45 A.M. and Noon by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE LIMITED,
General Agents.
Hongkong, August 6th, 1920 [1308

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"MONGOLIAN PRINCE"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, Aug. 12th, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 13th, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, August 6th, 1920. [1310

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"NAMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 12th Aug., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, August 6th, 1920. [1311

S.S. "ANDRE LEBON"

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Aug. 11th, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before Aug. 14th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on WEDNESDAY, Aug. 11th, at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, August 5th, 1920. [1301

JUST RECEIVED

Fresh Supply

of

PEELABLE STAMP HINGES

of

BEST QUALITY.

GRACA & CO.,

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box, 820. [60

INTIMATION

DELICIOUS

SUMMER

DRINKS

Can be made with

WATSON'S

PURE FRUIT

SYRUPS

Mixed with plain or Aerated Water,

Raspberry, Strawberry, Lemon, Lime Juice—etc., etc.

Prepared from the

GENUINE FRUIT JUICE.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16.

[11

BIRTH.

CORNABY.—At Kuling, on August 3rd, to Rev. and Mrs. W. ARTHUR CORNABY, a daughter.

MARRIAGES.

JONSSON—TREGILLUS.—On the 10th August, 1920, at St. Andrew's Church, Kowloon, by the Vicar, the Rev. G. R. Lindsay, M.A., CARL RUDOLF JONSSON, of the Harbour Department, Canton, eldest son of Mrs. Carolina Jonsson of Engelholm, Sweden, to LILLIAN WINIFRED, only daughter of Mr. and Mrs. E. C. Tregillus, of the C. M. Customs, Canton. (Shanghai papers please copy). [1323

SPENCE—LEWIS.—At Weihaiwei, on July 31st, HERBERT MARSHALL SPENCE, to ETHELWYNNE CROSSLEY LEWIS, of London.

HONGKONG OFFICE: 10A, DES VŒUX RD., C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, AUGUST 11TH, 1920.

GERMANS AFTER THE WAR.

WE observe that a Shanghai contemporary commences a note on the subject of the deportation of certain Germans by saying: "While Hongkong folk are pondering over the political puzzle as to whether Germans are to be permitted to land on the soil of the little British outpost within a certain period of years, we see that in other parts of the world apostles of kultur are still being corralled and deported to the fatherland." The paragraph mentions that "on a Government boat the other day a number of Germans left the Whangpoo"; also that Australia is still deporting Germans, several of whom have been appealing, without avail, to the High Court. Among the number is Dr. HIRSCHELD, who held the post of Consul for Germany in Brisbane. Though a naturalized British subject he was one of the most prominent Germans in the country, and was generally accredited with having received a commission from the KAISER to take over the appointment of Governor General of Australia had the German arms emerged victoriously from the war. We were not aware that "Hongkong folk are pondering" at all on the subject, as the question was definitely settled for Hongkong a year ago by the passing of the "Enemy Aliens' Restriction Ordinance," based on instructions received from the Secretary of State for the Colonies. In effect it excludes former enemy aliens from the Colony for a period of three years. It enacted that no former enemy alien, as defined by the Ordinance, shall come or be within the Colony of Hongkong either generally or for a limited period unless he possesses a permit for that purpose signed by the Colonial Secretary. The term of the duration of the Ordinance was fixed at a period of three years from the date of its commencement, and only a year of that period has expired. Though considerable latitude in the matter of granting permits and the nature of the conditions they impose is given to the Governor under this Ordinance, it is improbable that we shall see any Germans engaged in trade in this Colony for the next three years. The only former alien enemies likely to be within the Colony of Hongkong during that period by permit issued by the Colonial Secretary are, presumably, such well-accredited persons as may be in transit to other places. From the remark in our Shanghai contemporary relating to the deportation of Germans from Shanghai "on a Government boat" it would be a mistake to infer that China is deporting every German who reaches the country. It is very well-known to many of our readers that several German firms—at least five—have recently re-established themselves in Canton, being financed, it is understood, by former Chinese business friends. It may be here mentioned that although China has not yet signed the Treaty of Peace with Germany—and consequently Germans are still the "enemies" of China—the Chinese Government has nevertheless promulgated rules relating to the admission of German subjects into Chinese territory. Under these rules application has to be made to China's Ministers or Consuls abroad, applicants being required to give full particulars regarding themselves and the purposes for which they wish to be admitted. One rule reads:—"The Chinese Minister or Consul may grant permission, if the applicant is found to be innocent of the circumstances mentioned in Article 3 of our Regulations for the Control of Non-Treaty Nationals. In case the applicant be one of the repatriated, or in case of some doubtful point concerning the applicant, instructions shall be asked of the Ministry of Interior and of the Waichiaopu. In case of absolute necessity, the Minister or Consul may demand surety." The Ministry of Interior and the Waichiaopu may, after consultation together, exercise their discretion in granting special permission to such an applicant as is mentioned in the foregoing article; and when permission or "special permission" has been granted the Minister or Consul is required to issue passports. The statement that a number of Germans were deported the other day on a Government boat from Shanghai points to the fact that the Chinese authorities in that part of China at least are insisting on strict compliance with the rules. In any case, in the existing circumstances Germans who are admitted into China become subject to Chinese law and are without the advantages of extraterritorial jurisdiction such as are enjoyed by the subjects of nearly every other foreign Power who take up their abode in China.

Three deaths from influenza occurred in the Colony last week.

An American Chamber of Commerce has been organised in Manila.

Dr. Solf, the new German Chargé d'Affaires, has arrived at Tokyo.

Two men have been arrested in connection with the snatching of a hand-bag from Miss Harvey, reported in our previous issue.

The total output of the Kailan Mining Administration's mines for the week ending July 24th, amounted to 87,262 tons, and the sales during the period to 33,870 tons.

Owing to the heavy rains and typhoon last week, many rice fields have been badly flooded, says our Canton contemporary. Rice merchants, seeing their chance, have begun to increase the price of rice.

Prince Carol, Heir Apparent to the Throne of Rumania, recently left Japan by the *Korea-maru* which is due to arrive at San Francisco to-morrow. After a tour in America the Prince proceeds to England.

A Japanese paper says that the summer resorts of Arima and Rokko are booming this year, besides Hakone, Kamakura, Chuzenji, Atami and Karuizawa. At present, Arima seems more popular than Rokko. The paper adds that Germans and Japanese are bad customer, the latter due to the slump.

Ten cases (five deaths) of plague, five cases (three deaths) of enteric fever, two cases (one death) of cerebro-spinal fever and one case of paratyphoid fever were reported in the Colony last week. The Colony had a clean bill of health on Sunday and Monday.

The intense heat on July 31st at Tientsin is stated to have been the cause of several death. Mr. F. Marsh, Manager of the Imperial Hotel and formerly Manager of the Astor House Hotel, Shanghai, saw off his wife and child to Peitaiho at noon. Two hours later he collapsed and died shortly afterwards. The temperature was 111.

A gang of bandits, said to have been a thousand strong, attacked the Defence Bureau at Chin Hoi Tau, Pun-yin, on the 7th inst. "with the result that many of the bandits and eleven soldiers were killed, four soldiers were wounded and more than twenty soldiers are missing." On an appeal being made to Canton for assistance, a gunboat and a detachment of soldiers were sent.

There has been a marked increase in the number of Chinese students returning home of late from Japan. Already some 2,500 students, representing half the number of the Chinese students in Tokio, are reported to have left for China. This may be partly due to the summer holidays, but, according to the *Jiji*, this phenomenon is largely the result of the civil war which broke out between the hostile parties in Chinese politics.

Suspending publication for nine days from August 1st, the *Peking Daily News* on July 31st announced this was necessary because of the difficulties experienced by printers in getting home late at night. The risk was so great the comps. refused to work unless the plant was moved inside the city. The paper had either to get a new staff, or to move, and it is expected they will have the matter settled one way or the other by August 9th.

Dr. Clay MacCauley, after a residence of nearly 30 years in Japan, recently departed for America expecting to take up his residence in the United States. Dr. MacCauley has represented the American Unitarian Association in Japan. In a resume of his life issued by the Association it is remarked that by his knowledge of Japanese, by his Japanese textbooks, long and widely used, by his position as a broad-minded and public-spirited servant of the two countries, Dr. MacCauley has slowly gained in Japan a position which is unique both for the affection in which he is held and the influence he has been able to exert.

Shanghai papers announce with deep regret the death of a very old China hand in the person of Capt. J. A. Scott, which occurred suddenly last week from heat apoplexy. Capt. Scott, who was about 72 years of age, was born in Nova Scotia, but had not revisited the place of his birth for nearly 60 years. He was very well-known and popular in Shanghai, as well as at the Yangtsze River ports, having resided for a great many years in Shanghai. He had been master of steamers, formerly of Messrs. George McBain and latterly of the Nisshin Kisen Kaisha, from whose service he resigned recently with the intention of joining his brother in England to live in well-earned retirement. To his son, Mr. Roy F. Scott, of the Asiatic Petroleum Co., Wuhu, and his daughter, Mrs. G. M. Billings, the deepest sympathy is extended in their bereavement.

DIVIDEND ANNOUNCEMENTS

The China Sugar Refining Company, Ltd., announce an interim dividend of $15 per share.

An interim dividend of Tls. 3.00 per share has been declared by the Shanghai and Hongkew Wharf Co., Ltd.

The Hongkong Rope Manufacturing Co., Ltd., has declared an interim dividend of one dollar per share for account 1920.

TOKYO AIR DISASTER.

TWO AIRMEN KILLED.

A seaplane smash, which occurred at Tokyo on the evening of the 2nd inst. resulted in the death of both occupants of the machine, Flight-Lieut. Kilby and Mr. A. Sunman, his mechanic. They were both killed instantaneously.

The accident occurred during a demonstration flight with a Norman Thompson machine, owned by Messrs. Sale & Frazar, the agents of the Handley-Page Company. There were 10,000 spectators on the ground. When the aviators were attempting to bank low at an attitude of 500 feet, the crowd were horrified to see the machine crash nose downward to the ground. Eye-witnesses state that Mr. Sunman waved a warning to the crowd as the machine shot downward and thereby doubtless saved many lives.

GLOOMY POLISH OUTLOOK:

GERMAN FOREIGN MINISTER'S STATEMENT IN REICHSTAG:

VEILED THREAT TO ENTENTE POWERS.

IMPERIAL PRESS CONFERENCE:

PROBLEM OF PAPER SUPPLIES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

POLAND'S PERIL.

THE TEN-DAY TRUCE SUGGESTION.

HYTHE, August 8th.

No reply was received up to 2.15 p.m. from Moscow, but there are indications that the Soviet will not accept the last British proposal of a ten-day truce. The position is regarded as gloomy.

The afore-mentioned proposal reached Moscow yesterday morning, and is on the basis that neither the Poles nor the Soviet or the Allies are to improve their military position during the ten days, pending steps to conclude peace.

M. Millerand and his party arrived at Folkestone at 9.30 a.m., and were welcomed by Mr. Lloyd George, Lord Curzon, and Lord Beatty.

The Conference sat on until 1.15 p.m. when it adjourned for lunch.

Mr. Balfour has arrived.

MOSCOW DISAGREES WITH BRITAIN.

LONDON, August 8th.

The Moscow Government has refused to agree to the British proposals made at Hythe, and the Conference has referred the matter to its naval and military advisers who will submit a report to-morrow.

PROLONGED CONFERENCE.

HYTHE, August 8th.
(7 p.m.)

The Conference is still sitting. No news has leaked out regarding the deliberations. It is believed that the conference will last the whole of to-morrow.

POLES HOLDING LEFT BANK OF THE BUG.

LONDON, August 8th.

A Warsaw *communiqué* of August 7th states that the advance of the Bolsheviks in the direction of Warsaw, Grodno and Bielostok has been stopped. The Poles are steadily holding positions on the left bank of the Bug where heavy fighting is proceeding. The Poles have evacuated Lemda on the northern front.

EARLIER CABLES.

"EXCEEDINGLY GRAVE."

LONDON, August 8th.

The situation is extremely grave, and the Hythe Conference has no doubt that the Bolsheviks mean to capture Warsaw and then establish a Soviet Government.

It is confirmed that Mr. Lloyd George presented a memorandum to M. Kameneff on Friday regarding the terms of the proposed truce with the object of enabling the terms of peace between Russia and Poland to be discussed.

It was proposed that a truce be declared for ten days from midnight on August 9-10 and that orders should be issued from Moscow and Warsaw that the Polish and Russian Armies halt on the line on which they stand and cease fighting.

The memorandum guaranteed that during the period between the cessation of hostilities and the signature of peace, the Allies will not take steps to send troops to Poland or supply the Polish Armies with war material.

It was also agreed that the Soviet be allowed to send representatives behind the Polish lines in order to satisfy themselves that no reinforcements or war material were being supplied to Poland.

The memorandum further stipulated that on the cessation of hostilities, the Russian and Polish armistice delegates would meet to define the line of demarcation between the Soviet and Polish Armies until the conclusion of peace and to draw up conditions of the armistice as a preliminary to peace negotiations.

Several messages have now been received from Moscow which show that the Soviet has definitely declined to agree to the proposed terms. The Bolsheviks declare that they are meeting the Poles on Wednesday, and they prefer to make their own arrangements with the Poles.

The Conference therefore referred the matter to its naval and military advisers, who will present a report to-morrow, when the Conference will consider what action shall be taken in the circumstances.

Mr. Lloyd George is deferring his statement in the House of Commons till Tuesday.

The French Delegation is expected to leave Hythe to-morrow afternoon.

ATTITUDE OF GERMANY.

LONDON, August 7th.

Germany is watching the Polish crisis as eagerly as the Entente Powers. The keynote of her policy has been struck by the brief but startling speech of the Foreign Minister, Herr Simons, in the Reichstag, declaring that they will use their utmost powers to prevent any infringement of German neutrality by the transport of Entente troops to Poland and hinting almost in a threatening tone at the Franco-German tension.

The newspapers express entire approval of this policy. The excitement produced in Germany by the speech has somewhat been lessened by the belief that the Allies realizing that any endeavour to transport arms and munitions will evoke wholesale sabotage and obstruction, to say nothing of armed resistance, will abstain from such an attempt. Still German papers do not conceal their satisfaction at the prospect of the breakdown of the Polish buffer State between Germany and Russia and the collapse of one of the main pillars of the Versailles Treaty.

GERMAN FOREIGN MINISTER'S UTTERANCE.

BERLIN, August 8th.

The Foreign Minister, Herr von Simons, in a newspaper interview, said that Germany was prepared to resume diplomatic relations with Soviet Russia immediately satisfaction had been given for the murder of Count Mirbach, ex-German Ambassador to Russia, in 1918. He added that Germany had given permission to the Soviet economic representatives to enter Germany. M. Tchicherin had thrown cold water on the intentions of the German immigrants who wished to enter Russia.

GERMANY'S THIRD NOTE REGARDING EAST RUSSIA.

PARIS, August 7th.

Newspapers state that Germany has addressed a third Note to the Entente, concerning the necessity of defending East Prussia, which declares that, with the object of maintaining order, a militia force has spontaneously formed itself in the vicinity of the frontier. The Government has taken over the force and is centralising its organisation. The Note reiterates the request for sanction for despatch of troops to the frontier in view of the departure of certain Allied contingents.

OPTIMISTIC FEELING.

LONDON, August 8th.

Mr. Lloyd George, Lord Curzon, Field-Marshal Wilson and other British experts have arrived at Hythe. An optimistic feeling prevails regarding the nature of the Russian reply which is expected in the course of Sunday, but a sense of uncertainty remains until its receipt.

The *Observer's* diplomatic correspondent exactly defines the position when he says:—"By evening we shall know whether there is to be peace or war."

The Poles continue to issue voluminous communiques from which it is gathered that the Poles are busily engaged in repulsing Bolshevist attacks on various sectors, frequently making counter-attacks.

The *Sunday Express* understands that the Government has proposed to Moscow a ten-day truce with Poland.

IMPASSIONED POLISH MANIFESTO.

LONDON, August 7th.

The Polish Socialists have issued an impassioned counterblast to the anti-Polish manifestoes of British and other Labourites, imploring to oppose the national murder which is being perpetrated on Poland by the Red Army, whose object is to ruin the independence of its neighbours as has already been done in Lithuania and the Ukraine. "Who dares," they ask, "to reproach the Polish Socialists for wishing to save the independence of their country!"

GERMAN NOTE TO POLAND.

LONDON, August 8th.

Indications are growing that Germany is seeking to intensify Poland's difficulties. Following on Herr von Simons' speech, mentioned yesterday, a notable manifesto signed by all classes of German Socialists has been issued referring to the growing rumours that Allied troops are concentrating on the Rhine. It calls on German workers to use every means to prevent the passage of troops and war material across Germany to Poland.

Concurrently, the *Echo de Paris* publishes the text of the German Note to Poland drawing attention to the collisions between Poles and Germans in ex-German territory and requesting steps to prevent the aggravation of friction. The *Echo de Paris* regards the Note as reflecting a desire to pick a quarrel on the same lines as Austria picked with Serbia in 1914.

Reuter's correspondent at Warsaw, says that speculation is rife regarding the real object of the Note and the alleged incidents, in view of the fact that order is remarkably maintained in the area complained of. It is suggested that the Germans are seeking a pretext to occupy Polish Pomerania.

ALLIES NEED NOT INTERFERE.

LONDON, August 9th.

A Russian wireless message to Britain says that the Polish Government announces its readiness to send delegates to Minsk to conclude an armistice and the peace preliminaries.

The Bolshevik Government therefore expresses the belief that the object of the Allies, namely, the cessation of hostilities and the establishment of peaceful relations between Russia and Poland on the basis of the full independence of Poland, will be attained very speedily and simply through direct negotiations.

The Bolshevik Government expresses the opinion that the Allies will undoubtedly acknowledge that their object will be fully covered at the impending Russo-Polish Conference at Minsk.

The contents of the above Note are regarded as practically amounting to the rejection of Allied participation in the Russo-Polish settlement.

MESSAGES FROM MOSCOW.

HYTHE, August 8th.
(4.30 p.m.)

Two messages were received from Moscow at Lympne, where the Conference is being held. Neither was definite in character, but both indicate that the Soviet will refuse the proposed terms.

BOLSHEVIKS SACK A TOWN.

LONDON, August 7th.

A Polish communique suggests that the Polish counter-move continues. In the neighbourhood of Drobiczyn the Poles have gained ground and succeeded in driving the enemy detachments which crossed the Bug back to the north bank after particularly fierce fighting.

On the river Sereth the Bolshevik attacks have been repulsed, while the Ukrainian detachments are successfully continuing a counter-attack.

The communique declares that the town of Brody was completely sacked by the Bolsheviks.

ALLEGED DELAYING OF POLISH NOTE.

WARSAW, August 7th.

It is officially stated that the Moscow wireless station has twice declined to receive the latest Polish Note on the pretext, firstly, of alteration of hours for the reception of messages, and, secondly, of atmospheric disturbances, which the Poles state were non-existent.

CABINET MEETING CALLED.

LYMPNE, August 9th.

An official statement issued at 12.30 this afternoon says the Conference is still sitting, but the arrangements hold for the departure of M. Millerand and Marshal Foch at 2.30 p.m.

Mr. Lloyd George has summoned a Cabinet meeting for six to-night at Downing Street, when he will lay the whole situation before his colleagues.

SINN FEIN OUTRAGE.

POLICEMEN AMBUSHED.

LONDON, August 8th.

Armed men ambushed nine policemen at Killdorrery in County Cork. Five constables were wounded. All their arms and equipment were taken.

OLYMPIC CYCLING.

HOLLAND GAINS FIRST PLACE.

ANTWERP, August 8th.

In the Olympic 50-kilometre cycling final, Peeters (Holland) was first, and Johnson (England) second, Halfin (Australia) burst his tyre and retired.

IMPERIAL PRESS CONFERENCE.

QUESTION OF PAPER SUPPLY.

OTTAWA, August 8th.

At the Empire Press Conference, Sir Gilbert Parker declared that Imperial partnership had so long been founded upon consent. If Canada desired to withdraw from it, no gun would be fired to prevent her, but granting responsible government to the Dominions strengthened their determination to remain members of the British Commonwealth.

Sir George Toulmin expressed confidence in the unwritten Constitution of the whole Empire being gradually evolved.

An interesting discussion ensued on the question of paper supplies which ended by the adoption of a resolution calling upon the appointment of a standing committee to take steps to ensure adequate supplies of paper throughout the Empire.

A representative of paper manufacturers promised to consider the suggestion of a larger allotment of paper to Africa.

FUNCTIONS OF NEWS CARRIER.

OTTAWA, August 7th.

The Imperial Press Conference confirmed the principle that no news carrier, either cable or wireless, should be concerned with the collection and distribution of news.

TURKISH TREATY.

HAS IT BEEN SIGNED?

PARIS, August 7th.

A Havas message says:—

The Turkish Treaty will be signed on Tuesday next. The new delay is due to the British Government's desire that the Italo-Greek question be settled previous to the signature.

LAMBETH CONFERENCE.

PROCESSION OF BISHOPS AT ST. PAUL'S.

LONDON, August 7th.

On the occasion of the conlusion of the Lambeth Conference 240 Bishops will attend to-morrow a Communion Service at St. Paul's. The service opens with a procession from the south to the great west door.

The Archbishops of Canterbury and Sydney will officiate, and the Bishop of Tennessee will preach the sermon.

SOUTH NORFOLK BYE-ELECTION.

LABOUR SUCCESS.

LONDON, August 9th.

The South Norfolk bye-election resulted as follows:—

	Votes.
Mr. G. EDWARDS (Labour)	8,594
Mr. BATTY (Coalition Liberal)	6,476
Mr. ROBERTS (Ind. Liberal)	3,718

The vacancy was due to the Hon. W. H. Cozens Hardy, K.C., having succeeded to the peerage.

FUNERAL OF MR. R. A. BRAND.

The funeral of the late Mr. R. A. Brand took place at Bubbling Well Cemetery, Shanghai, on August 5th, the Rev. Dean Symons officiating.

The chief mourners were the deceased's two brothers and brother-in-law, while the pall bearers were Messrs. Percy Crighton, R. J. Fearon, J. G. Dickie, V. H. Lanning, C. M. G. Bornie, R. Ivy, L. Walker, and E. H. McMichael.

Among the many floral offerings sent were those from Mother and family, Mrs. Wrightson, Mr. and Mrs. A. R. Duncan, Mr. and Mrs. Whittall, Dr. and Mrs. Billinghurst, Dr. and Mrs. Isenman, Dr. and Mrs. Murray, Mr. and Mrs. John Prentice and Miss Law, Mr. and Mrs. N. L. Spark, Mr. and Mrs. Cumming, Mr. and Mrs. E. H. McMichael, Mr. and Mrs. A. P. Wood and family, Mr. and Mrs. R. E. Stewardson, Mr. and Mrs. J. V. C. Davis, Mr. and Mrs. C. G. King, Mr. and Mrs. C. Burnie, Mr. and Mrs. D. J. Dunne, Mr. and Mrs. P. W. Blackwell, Mr. and Mrs. A. M. Cobbett, Mr. and Mrs. L. Walker, Mr. and Mrs. D. W. Crawford, Mr. and Mrs. M. H. Ivy, Mr. and Mrs. Scott, Mr. and Mrs. W. A. White, Mr. and Mrs. Charles Beswick, Mr. and Mrs. H. M. Tibbey, Mr. and Mrs. E. H. Gibson, Mr. and Mrs. S. B. Neill, Mr. and Mrs. H. W. Lester, Mr. and Mrs. A. Fergusson, Mr. and Mrs. N. G. Maitland, Mr. and Mrs. W. Sanford Jackson, Mr. G. D. Coutts and Miss Coutts, Mrs. Endicott, Major Robert I. Fearon, Mr. C. H. Godfrey and family, Messrs. J. G. Dickie, H. G. Elliot, F. C. Butcher, F. W. Potter, F. Gibbings, C. H. C. Platt, Hayley Bell, R. E. S. Gregson, W. E. Smith, R. T. Barton, Hugh Martin, Arthur Burnie, A. S. Campbell, G. N. Wilson, A. V. Monk, Dudley H. Reid, R. M. Jullion Martin, A. M. Wilkie, R. E. Wilson, W. H. Stewart, S. J. Deeks, I. S. Law, Philip S. Crovart, A. H. P. Koo; the Troops, Hongkong; Head Office Staff, Union Insurance Society of Canton, Hongkong; Frazar & Co.; the members of the Zero Club; friends in Maitland & Co.; and Mr. and Mrs. E. W. Maitland, Yokohama.

The attendance at the funeral was very large, over 200 mourners being present.

SCOTTISH LETTER.

BANK STRIKE POSTPONED.

[FROM OUR OWN CORRESPONDENT.]

June 30th.

The strike of the bank staffs throughout Scotland has been postponed, and the *employés* will remain at work pending negotiations for a settlement. This decision was arrived at by the assistants' union, the Bankers' Association, "in deference to a request contained in a letter from the Ministry of Labour."

Since the agitation started, and especially since the ballot resulted in favour of a strike, substantial increases have been granted to the different bank staffs, and many of the assistants are not therefore now ready to take the extreme measure of striking. Their union, also, has obtained a practical victory on the financial side, their defeat being that the bank managers refuse to recognise their Bankers' Association.

One aspect of the troubles was not encouraging to the clerks,—in the long run it might result in a strong counter-organisation. Scotland has more banks and branches than any other country in the world; she has more than twice the number possessed by England. There are special reasons for this, one being Scotland's sparse and scattered population, and the other the keen competition between the banks. The banks were going to fight the Association by combination, and it would not have been difficult to dispense with a large number of the branches. If say, half of these branches had been closed, the agents, who were not involved in the strike, and the clerks who did not adhere to the union, would have provided sufficient staffs to keep the business of the country going. Another possibility presents itself to the mind of the outsider: if this conflict is carried to an extreme, the final result may be a system of co-ordination among the banks which will mean the permanent reduction in the number of branches.

D.D. FOR REV. JAMES WEBSTER.

The University of Glasgow has conferred the degree of Doctor of Divinity upon the Rev. James Webster, an alumnus of the University, for many years in United Free Church Missionary in Manchuria, and now one of the United Free Church Mission Committee. During the war, Mr. Webster rendered invaluable service in ministering to the hundred thousand Chinese coolies who laboured for the British Army, and in every way (said the Dean of the Faculty of Theology in presenting him) has done much to pave the way for friendly relations with China.

SAILED ON THE CHINA TEA CLIPPERS.

The death has taken place at Aberdour on the Firth of Forth of Old Hughie M'Lachlan. This severs a link with the days of the famous fast sailing China tea trade clippers, for Hughie sailed with the finest of them all, the *Cuttysark*, and had much to tell of the exciting races home from the Far East to catch the first of the market. A fine old seaman of 84, he was well known to all who frequented the coast, and he delighted to spin long yarns on Aberdour Harbour pier-end. He had also served in the Anchor Line in the Atlantic trade. When the Forth Bridge was building, he had an interest in a small vessel, and did a good trade in carrying provisions to the workmen employed there.

THE JAPANESE AND TRAWL FISHING.

Mr. I. Sekino, a delegate from the Imperial Fisheries Institute of Tokio, has been paying a visit to the principal Scottish ports to learn how the fishing industry is managed in this quarter of the globe. At present trawl fishing in Japan is in its infancy, and Mr. Sekine has been commissioned to purchase several trawlers, which will form the nucleus of a new fishing fleet.

SCOTS FREEMASONS IN LONDON.

Scots Brethren, foregathered in large numbers at the annual installation meeting of the Scots Lodge, No. 2319 on the English register. The Earl of Stair, Senior Grand Warden of Scotland, the outgoing Master, installed Mr. J. Wylie Patterson as successor in office. During the evening the Earl of Stair was presented with a Past Master's jewel, and on behalf of his son, the Hon. Colin James Dalrymple, born during his year of office as Master, with a silver gilt cup. Among those present were Lord Blythswood, of the Grand Lodge of Scotland, Lord Muskerry, of the Grand Lodge of Ireland; and several officers of the Grand Lodge of England.

GREATER EDINBURGH.

After an exhaustive inquiry by Select Committees of both Houses of Parliament, the Edinburgh Extension Bill has been approved of, its principal feature being the amalgamation of Leith with Edinburgh. Thus closes a municipal struggle which has existed over a generation. Leith receives solatium on the sentimental side: it "shall always continue to retain the title of Port of Leith."

OUR YOUNGEST M.B.E.

At Their Majesty's Court at Buckingham Palace last week, Countess Beatty presented Lady Alexander-Sinclair, wife of Admiral Sir E. S. Alexander-Sinclair of Freswick and Dunbeath Castle, Caithness. Lady Alexander-Sinclair presented in turn her daughter, Miss Stroma Alexander-Sinclair, who had the distinction of being the youngest of M.B.E.'s. She was awarded the honour when she was 17 for coastguard work on the sea front of Caithness, and at the time no other member of the Order had the same age record. So far as we are aware no one has since broken that age record.

THE EARL OF INVERNESS.

Prince Albert, who was recently created Earl of Inverness, is assured of a great welcome in the Highland Capital on the occasion of his visit during the coming shooting season. He will probably be the guest of The Mackintosh of Mackintosh at Moyhal, who had also the honour of entertaining the King when Prince of Wales. It is expected that there will be special recognition of the Highland regiments that earned distinction during the war.

LUKEWARM?

The past six years' terrible experience has given a different sense of proportion to most of us." This is strikingly illustrated in the attitude of what used to be zealous and uncompromising total abstainers towards the Scottish Temperance Act. They have Local Veto provided for them, yet they are showing no eagerness to grasp it. Time was when the extreme Scottish teetotallers would have been making the welkin ring with a wild call to the people to rise in their thousands and crush the publican out of existence. To-day they display a remarkable composure, and appear to be well content with the embargo created by the high price and the short hours. Some meetings are being held, but the interest taken is so small that licenseholders do not seem to feel much alarm. That, at all events, is the outward experience. The unanswered question is, are the people as apathetic as they seem.

HAIG'S CREST AND MOTTO.

Field-Marshal Haig's coat-of-arms and motto have just been placed above his stall in the Thistle Chapel, St. Giles', Edinburgh. Appropriate to the man who issued the order to his troops containing the words, "Our backs are to the wall," Haig's crest is a rock, and his motto is "Tyde what may," a variant of the famous prophecy of Thomas the Rhymer, "Tyde, tyde whate'er betyde, Haig shall be Haig o' Bemersyde." And one naturally recalls Scott's lines:

"Come one come all, this rock shall fly
From its firm base as soon as I."

ENGAGEMENT.

The engagement is announced of Sir Gerald St. John Mildmay's only son, Anthony—an officer of Grenadiers, who was twice wounded—to Violet, second daughter of Colonel Arthur and Mrs. Hay Drummond. The young lady's mother is a daughter of Lady Farquhar by her first husband, the rich banker Sir Edward Scott, and sister, therefore, of Sir Samuel Scott and Mrs. Sydney Lane and Lady Romney. Colonel Arthur Hay Drummond, as a cadet of the Kinoull Hays, possesses Cromlix, a nice estate near Dunblane. He inherited a considerable fortune from the last Duke of Cleveland, hence the second Christian name of Vane borne by his ten-year-old son and heir and his three daughters.

MARRIAGES.

At Cramond U. F. Church, George Tudhope, F.R.G.S., of the Chinese Postal Service, son of Mr. and Mrs. J. A. Tudhope, 8 Craigcrook Place, Blackhall, to Catherine Haddon, daughter of Mr. and Mrs. R. M. Thomson, Craigview, Blackhall.

At Catheart U. F. Church, Glasgow, Captain G. Watson Manuel, R.F.A. (T.), only son of the late George Watson Manuel, R.N.R., Superintendent of the P. & O., and Mrs. Manuel, Ravensbourne, Melrose, to Norah Irene, youngest daughter of Mr. and Mrs. George Scandrett, Charlemont, Catheart, Glargow.

At 1 Newton Place, Glasgow, on 28th June, by the Rev. Henry Taylor, M.A., Charles Aitkenhead, Djasinga Estates, Java, only son of Mr. and Mrs. John Aitkenhead, late of Lochfauld, Lambhill, to Jean Skinner, youngest daughter of Mr. and Mrs. William Lindsay, 1 Newton Place, Glasgow.

At St. Mark's, South Audley Street, London, the Hon. Ronald John Sholto Douglas, Lieutenant R.N., Volunteer Reserve, youngest son of the Earl and Countess of Morton, of Canaglen, Ardgour; Aberdour Castle, Fifeshire; Dalmahoy, Kirknewton; and Loddington Hall, Leicester, to Alexandra Alberta Jean Hamilton, daughter of the late Admiral Sir Frederick Hamilton and Lady Hamilton, and god-daughter of Queen Alexandra and the late King Edward. The Princess Royal and Princess Maude were present at the marriage.

THE SCANDALOUS CASE OF MR. SHAW.

Under this heading the *N.-C. Daily News* prints the following letter from Mr. A. J. Hughes of Shanghai, dated August 3rd.

I am just in receipt of a letter from the brother of Mr. George Shaw details of whose arrest in Korea a few miles from the border of Manchuria by the Japanese have already been made public. His brother states that George Shaw

"was arrested and detained by the Korean Police on 'suspicion' of being connected with the Korean Republic. So far he has been in prison for 18 days without any trial or definite charge made against him. We are not allowed even to see him. We are informed according to Japanese law the police can hold him for 14 days, then the procurator can hold him for 20 days all without trial. It must be awful this hot weather to be confined in a cell."

I have known Mr. George Shaw very well for many years. He is highly esteemed and respected by all who know him. He had built up big business interests in Antung, as was told in detail by one of your correspondents recently. During the war Mr. Shaw was a very liberal contributor to war charities, even denying himself things he had been accustomed to in order to give more and as an example to others. He was one of the first to support the objects of the War Savings Association by a monthly contribution of Tls. 1,000. His own success and the manner in which he has fearlessly endeavoured to protect and further British interests have undoubtedly marked him down for persecution by our dear friends and allies when opportunity occurred.

Mr. Shaw's many friends in Shanghai and all over North China are no doubt wondering how long our officials are going to allow this outrage on a well known and reputable British subject to continue without demanding an official inquiry and immediate release pending its results.

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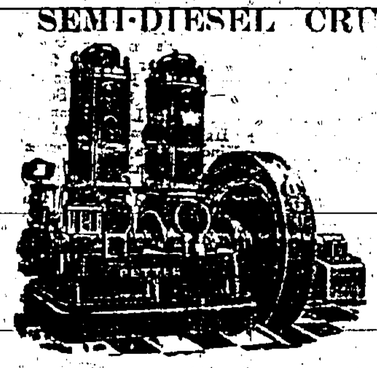

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AN AMAH SUMMONS FOR ASSAULT.

TABLES TURNED: COMPLAINANT BOUND OVER.

At the Magistracy, yesterday, a Chinese amah, employed by Major Carter, residing at the Peak Hotel, summoned Miss Mary Stormon, assistant manageress of the hotel, for assault.

A cross-summons against the amah for assault which was preferred by defendant was heard at the same time.

Mr. M. K. Lo appeared for the amah and Mr. D. J. Lewis for Miss Stormon.

Complainant stated that on Monday morning while she was commencing to wash the clothes of her master and mistress in the yard, Miss Stormon approached her. Witness remarked that the weather was foggy and Miss Stormon asked her to "shut up," evidently not understanding her remark. She asked Miss Stormon why she should "shut up," as she had simply made a remark about the weather. Miss Stormon then assaulted her and tore her clothes, which she produced as evidence. Complainant said she had good references and was formerly employed by Mrs. Alabaster.

Mr. Lewis remarked that as far as the amah's character was concerned there had been nothing against her previously. The facts of the incident were that while Miss Stormon was in the linen-room an amah reported to her that there was a quarrel going on amongst the Chinese servants. She went out to investigate, knowing that at the beginning of a month it was a general experience that quarrels took place by reason of the fact that several outside amahs in the employ of residents in the hotel came to take up their quarters. Miss Stormon proceeded to the amahs' quarters and, in order to get there, she had to pass along a passage where some wash tubs had been deposited. She asked one of the amahs to remove the tubs, but no one heeded her. She then pushed a tub aside and it rolled into the gutter and the washing fell out. The washing in that tub belonged to Major Carter. Complainant flew into a rage and rushed at defendant and attempted to claw her. She also picked up a stool and tried to hit Miss Stormon with it. Miss Stormon pushed the amah aside, and then complainant said she was going to report the matter to Mrs. Blair, the manageress. Defendant invited her to do so. The presumption was that complainant was angry because her morning's work had been spoiled.

Mr. Lewis then cross-examined complainant who said there was no quarrel among the amahs that morning. When Miss Stormon came in witness was washing clothes. There was no tub which fell into the gutter. Miss Stormon assaulted her simply because she remarked about the weather. She could give no other reason for the assault.

Another amah was called by complainant, and generally supported her statement. This witness said there was no quarrel whatever amongst the amahs, who were only indulging in an ordinary conversation.

Cross-examined by Mr. Lewis, witness said she was not a wash-amah. She said there were no outside servants in the quarters except a friend or one of the amahs who had been staying there for some time. She did not go there to collect debts. There was no reason why Miss Stormon should have come out of the room at that particular time. She did not see complainant attempting to strike Miss Stormon.

Major Carter said that complainant had been employed by his wife little over a month. She was a peaceful woman and an excellent amah.

Mr. Smith said that the case was not a very serious one.

Mr. Lewis remarked that the only point was that the hotel had no control over amahs employed by the residents and the management, therefore, took a serious view of any misconduct.

Mr. Lo said he wished to ask Miss Stormon a few questions on her extraordinary attitude.

Miss Stormon said that she had been in the service of the Peak Hotel since February. She bore out the statement made by Mr. Lewis, and added that she found a stranger in the servants' quarters. The events followed each other so quickly that she was not able to recognise the amah who flew at her. As she tried to ring the Police up the amah threw a stool at her. There was no actual fighting among the amahs, but it looked as if a fight would break out at any moment.

Cross-examined by Mr. Lo, Miss Stormon admitted pushing the amah. She had never heard about injuries to the amah's hand before.

Mr. Lo produced a torn jacket and asked if that, too, was a sort of a theatrical effect.

Witness replied that she knew nothing about it.

Mr. Lo, in his address to the Court, said there was no reason why complainant and the other witness should come to court and commit perjury. The reason for the assault was that Miss Stormon, not knowing Chinese, imagined that the amah had insulted her.

Mr. Lewis, in reply, said he thought that complainant, who had evidently had a quarrel with other amahs, was in a rage and attacked Miss Stormon without provocation.

Mr. Smith dismissed the amah's summons, and on the cross-summons bound her over in $50 to be of good behaviour.

VISITORS AT HOTELS.

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Mr E. D. Batliwalla	Mr H. H. Lay
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Mr J. Jack	Mr & Mrs J. H. Oxberry
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TJILEBOET ...	JAVA	14th Aug.	19th Aug.	YOKOHAMA
TJIREMBANG	JAPAN	16th Aug.	20th Aug.	JAVA

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For JAVA.

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LOOKING BACK ON LITERATURE.

THIRTY YEARS AS A MAGAZINE EDITOR.

[BY C. E. S. CHAMBERS (EDITOR OF "CHAMBERS' JOURNAL.")]

"At the request of the *Daily Express* I have endeavoured to say something in brief compass of my editorial experience, extending over a period of more than thirty years. We are told by the late Dr. William Chambers that having, with his brother Robert, launched *Chambers' Journal* in 1832, he travelled to London the following year and received the congratulations of Sydney Smith and Leigh Hunt. It was fifty-six years later that, after assisting my father for a time, I assumed the mantle of my grandfather and grand-uncle, and endeavoured to edit the magazine on the lines laid down by these pioneers.

Robert Chambers, my grandfather, and the original editor, had early resigned in favour of Mr. Leitch Ritchie, continuing, however, to write regularly for the magazine. His essays, familiar and humorous, written in the style of Hazlitt and Charles Lamb, remained for long a feature of *Chambers Journal*, and in collected form are still read by those who admire the old-world flavour and charm of the early Victorian writers. During his period of office Leitch Ritchie attracted to his service many authors noted in their day, including Percy B. St. John and his brother, Bayle St. John, William Carleton, the Irish novelist, otherwise known as "Craven," W. H. G. Kingston, Julia Kavanagh, Captain Mayne Reid, Miss Martineau, and Mr. and Mrs. S. C. Hall. It has been said that Mr. Hall suggested the character of Pecksniff in Dickens' novel, "Martin Chuzzlewit." If one may judge by portraits and correspondence still in my possession, this belief was largely justified. Mr. Ritchie likewise discovered George Meredith, who during 1849 wrote both prose and verse for the journal.

COMPETITION WITH DICKENS.

The veteran, Miss Maria Edgeworth, also became one of our contributors, and Charlotte Bronte sought advice from William Chambers and contributed an article. I cannot discover that Thackeray, although an intimate personal friend of my grandfather, ever contributed to our columns, and Dickens certainly never did so, having in 1846 founded "Household Words," which appeared in the same form and was in direct competition with the older serial.

Leitch Ritchie retired in 1862, and was succeeded by James Payn. Payn had already contributed to *Chambers' Journal*, and in 1864 his novel, "Lost Sir Massingberd," appeared serially under a pen name. This was much to the disadvantage of the author, who missed a great deal of that kudos which a successful work of fiction, appearing under his own name, brings to a writer. He deeply resented the necessity for residing in Edinburgh, and I do not think he had any regret in leaving us in 1874 to take up the editorship of the *Cornhill Magazine*, which he retained until his death. The management of James Payn did not attract to us any outstanding contributor, his policy being to write largely himself. The resulted in a sameness in the contents of the magazine, and a consequent serious drop in circulation.

In succeeding Mr. Payn, my father, Robert Chambers secundus, discovered that, with the exception of a small number of old contributors, he had no outside staff, and that few voluntary offerings reached the office. Within a very short period all this was changed. Literary contributions flowed in from all parts of the world, and after four years the circulation of the magazine had doubled, and was still rising. My father was a born editor, and was gifted with a sense of humour, and a fund of human kindness which caused him to be beloved by friends and fellow workers alike. This devotion was to be found on the golf links of St. Andrews as well as in the office at Edinburgh, and his early death brought to me a legacy of literary friendship of which few editors could boast.

MURRAY'S MASTERPIECE.

I have referred to certain old contributors, and one or two of these veterans survived to a very recent time and were personal friends of my own. T. W. Speight, author of "In the Dead of Night," and many other popular novels, wrote continuously for *Chambers' Journal* after 1858, and died only a year or two ago. G. Manville Fenn also wrote most excellent short stories, and in later life turned his attention to the writing of boys' books, in which he was highly successful.

The first important connection made in my time was with the late D. Christie Murray, who came to Scotland in 1879. To one of the London magazines he had contributed a short story, "An Old Meerschaum," which very much impressed both my father and myself. For several years Murray, then quite unknown, had been working on two novels, the first of which, "A Life's Atonement," he offered to us. This I consider to be Murray's masterpiece, and his second work, "Val Strange," had almost equal merit. The writing of both had extended over a long period, and they benefited much from the able revision and advice of my father, for which the author was duly grateful. The appearance of his work in our columns brought fame and distinction to Murray, who afterwards became a playwright and contributed largely to the London magazines.

WAR STORY'S ADVENT.

Another valued contributor was Sir A. Conan Doyle, whose first literary effort, "The Mystery of the Sassassa Valley," was read and approved by myself. Doyle contributed several short stories to our columns until he ceased writing serially, ony to restart with the famous "Sherlock Holmes" stories. It was also my privilege to launch that now well-known writer of humorous stories, Mr. W. W. Jacobs, who, as an unknown free-lance writer, sent me various sketches, all of which I am glad to remember were at once accepted and published.

(*Continued at foot of next column*).

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ASAHI BEER

SOLE AGENTS
MITSU BUSSAN KAISHA

The active life of a magazine editor may be divided into several epochs. I can well remember the fiction of the second half of the last century, still redolent, until about 1880, of the Crimean war and the Indian Mutiny, to be succeeded by the very successful novels of H. Rider Haggard, S. R. Crockett, and others. These were followed by the novel of dialogue and of sex problem, the writers of which deluged me with their effusions.

The war brought a great change, and for a time the war story and the spy story took first place. I have accepted many war and spy stories, but none which can claim equal merit with the brilliant writing of Colonel John Buchan, whose novels "Greenmantle" and "Mr. Standfast" are to me a constant source of enjoyment. I can reflect with much satisfaction that when, many years ago, Colonel Buchan, then a very young man, offered me his first novel, "John Burnet of Barns," I read and accepted the work on its merits. It tells of eighteenth-century life in the south of Scotland, Colonel Buchan's own country, and remains one of the most popular of his works. With this slight tribute to one who now holds a first rank among story-tellers it is fitting that I should bring these brief recollections to a close.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA ... "YUENSANG" ...Fri., 13th Aug., 3 p.m.
SHANGHAI ... "HOPSANG" .....Sun., 15th Aug., D'light.
SHANGHAI ... "HANGSANG" ...Tues., 17th Aug., D'light.
STRAITS & CALCUTTA ... "LAISANG" .....Wed., 18th Aug., 3 p.m.

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HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

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OUTWARDS.

Vessel	Due Hongkong
"GLENARIFFE"	11th Aug.
"CARNARVONSHIRE"	19th Aug.
"GLENAVY"	30th Aug.
"PEMBROKSHIRE"	12th Sept.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M/V. "GLENTARA"	about 11th Aug.	GENOA, LONDON & ANTWERP.
M/V. "GLENAMOY"	" 25th Aug.	LONDON & ROTTERDAM
S/S. "GLENSANDA"	" 6th Sept.	LONDON & ANTWERP.
M/V. "GLENARIFFE"	Middle of September	GENOA, LONDON & ANTWERP.
"CARNARVONSHIRE"	End of Sept.	GENOA & LONDON.

Movements are subject to change without notice.

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Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management —

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each,

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For Charter Rates and all other particulars apply to the

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SHIPPING NEWS

ARRIVALS.

August 9th.

Elkton, American str., 4,674 tons, Capt. Guptill, from Singapore, with a general cargo.—Admiral Line.

August 10th.

Atlas Maru, Japanese str., Capt. Uyeda, from Singapore, with a general cargo.—O. S. K.

Chofu Maru, Japanese str., 933 tons, Capt. Miyamoto, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

Hunsa, British str., 1,228 tons, Capt. Byers, from Canton.—B. & S.

Ixion, British str., 6,520 tons, Capt. Hodgson, from Vancouver, with a general cargo.—B. & S.

Kashing, British str., 1,143 tons, Capt. Hope, from Hongay, with a cargo of coal.—B. & S.

Kokkosan Maru, Japanese str., 1,169 tons, Capt. Takiyu, from Keelung, with a cargo of coal.—M. B. K.

Monteagle, British str., 3,750 tons, Capt. Hosken, from Vancouver, with a general cargo.—C. P. O. S.

Soshu Maru, Japanese str., 1,006 tons, Capt. Harada, from Canton, with a general cargo.—O.S.K.

Sunning, British str., 1,750 tons, Capt. Wavell, from Shanghai and Amoy, with a general cargo.—B. & S.

Yei Maru No. 2, Japanese str., 1,774 tons, Capt. Nishikawa, from Chingwantao, with a cargo of coal.—Dodwell & Co.

CLEARANCES.

August 10th

Atsuta Maru, for London.
Benarty, for Yokohama.
Haitoong, for Foochow.
Hunsa, for Hongay.
Pilsna, for Trieste.
Yin Samuel, for Bangkok.
Protesilaus, for Manila.
Rokkosan Maru, for Hongay.
Sunning, for Canton.
Tuk Sang, for Haiphong.
Wahn, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Ixion*, on August 10th:—Miss L. M. Owen, Mr. J. R. Holbouse and Mr. H. W. Kent.

"KOYO MARU" REFLOATED.

The T.K.K. steamer *Koyo Maru*, which ran aground on the Serrana Bank on the Mexican Gulf, on June 28th, was re-floated on August 1st, arrived at Cristobal, on August 5th and sailed from there to Balboa for repairs. The damage is not serious.

A STEAMER AUCTIONED.

The steamer *Wing Hang*, now lying at Shamshipo, was sold by public auction yesterday by Messrs. Lammert Bros., for $33,500, the purchasers being Chinese. The gross tonnage of the steamer is 442 and her net 264. Her dimensions are:—Length, 140 feet 1 inch; breadth, 25 feet 3 inches; and depth, 9 feet 6 inches.

LARGE PASSENGER LINER FOR SEATTLE-ORIENT RUN.

It has been announced in Seattle that a 21,000-ton passenger liner for operation on the Seattle-Oriental run of the Pacific Steamship Company, will be ready for delivery to the company September 28th. The information on the new steamship was given A. F. Haines, vice-President of the steamship company, by Admiral W. S. Benson, chairman of the Shipping Board. It was the belief of the Chairman that the Board will be in a position to turn other big liners over to the corporation before the end of 1920.

ANOTHER SHIP LAUNCHED AT SHANGHAI.

CARGO BOAT FOR U.S. SHIPPING BOARD.

The second of the four boats being built for the U.S. Shipping Board was launched last week at Kiangnan Dockyard, the ceremony being performed by Mrs. M. A. Perry, wife of the Yokohama representative of the U.S.S.B.

The ship was christened *The Celestial*. Her measurements are as follows:—

	feet
Length over all	441
Length between perpendiculars	420
Breadth moulded	53
Depth moulded to upper deck	30
Depth moulded to shelter deck	38
Draft load	28
	tons
Total displacement	14,750
Cargo carrying capacity	10,000
Capacity of coal bunkers permanent	420
Capacity of coal bunkers reserve	900
	knots
Estimated speed	11
Estimated H.P.	3,000

She has no accommodation for passengers.

VESSELS EXPECTED.

Dakar Maru (Hamburg line), due Sept. 6th.
Empress of Russia, due August 21st.
Eurypylus, due August 31st.
Kansas, from New York, due August 28th.
Knight of the Garter (Blue Funnel line), due September 1st.
Mentor, from Liverpool, due August 22nd.
Mishima Maru (European line), due Sept. 8th.
Penang Maru (South American line), due August 13th.
Plassy, due August 11th.
Tango Maru, from Sydney, due August 19th.
Taian Maru (Bombay line), due August 13th.
Totomi Maru (Calcutta line), due August 25th.
Wakasa Maru (Liverpool line), due Sept. 12th.
Yokohama Maru (European line), due August 11th.

SHIPPING MOVEMENTS.

The s.s. *Mattawa* which left Hongkong on July 6th, reached Vancouver on August 5th.

The R.M.S. *Empress of Russia* reached Yokohama on May 9th, left the next day, and is due in Hongkong on August 21st.

The B.I. Co.'s s.s. *Japan* left Singapore for this port on August 9th, and is due here on August 14th.

WEATHER REPORT.

August 10th, at 12.04.—No returns from Japan and Indo-China.

Pressure has increased moderately over Formosa, and decreased slightly elsewhere; it is lowest over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches. Total since January 1st, 72.61 inches against an average of 56.65 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	S. and S.W. or variable winds, moderate; cloudy, rain.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 10th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.57	29.60	29.61
Temperature	87	82	82
Humidity	78	84	88
Wind Direction	SW	calm	East
Force	3	0	1
Weather	p	p	of
Rain	0.01	—	0.66

Highest open-air Temperature on 9th ...87
Lowest open-air Temperature on 10th...82

HONGKONG TIDE TABLE.

From August 11th to 17th, 1920.

Days of Week or Days of Month.	H'kong Standard Time.	Height.	H'kong Standard Time.	Height.
	h. m.	ft. in.	h. m.	ft. in.
Wed. 11	m 6 12	7 2		
	8 30 a	4 4	1 58 a	1 1
Thur. 12	m 7 20	7 5	m 0 39	3 4
	9 15 a	4 5	2 38 a	0 8
Fri. 13	m 8 18	7 7	m 1 40	3 1
	9 53 a	4 8	3 16 a	0 7
Satur 14	m 9 9	7 7	m 2 32	2 8
	10 27 a	5 0	3 53 a	0 8
Sun. 15	m 10 0	7 6	m 3 18	2 5
	10 58 a	5 2	4 29 a	1 0
Mon. 16	m 0 48	7 3	m 4 3	2 4
	11 18 a	5 4	5 4 a	1 4
Tues. 17	m 11 37	6 7	m 4 49	2 3
	11 57 a	5 5	5 38 a	7 9

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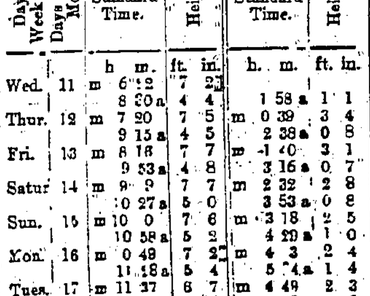
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For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
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Sole by all Chemists.

THE NEW FRENCH REMEDY.
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No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
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DE L'ECLUSE, HOM & Co., 30 VICTORIA ST., S.W. LONDON.
SEE TRADE MARKED WORD 'THERAPION' ON EACH PKT. WITH STAMP AFFIXED TO GENUINE PACKETS

CHINA COAST METEOROLOGICAL REGISTER.

August 11th, a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	29.76	71	—	NE	3	c
Nemuro	5 a.	"	—	—	—	—	—
Hakodate	"	"	—	—	—	—	—
Tokio	"	"	—	—	—	—	—
Kochi	"	"	—	—	—	—	—
Nagasaki	"	"	—	—	—	—	—
Kagoshima	"	"	—	—	—	—	—
Oshima	"	"	—	—	—	—	—
Naha	"	"	—	—	—	—	—
Ishigakijima	"	"	—	—	—	—	—
Bonin Island	"	"	—	—	—	—	—
Weihaiwei	6 a.	29.71	77	91	SSW	1	o
Hankow	"	"	—	—	—	—	—
Ichang	"	"	—	—	—	—	—
Kiukiang	"	"	—	—	—	—	—
Changsha	"	"	—	—	—	—	—
Shanghai	"	29.65	75	100	NNE	1	bf
Gutzlaff	"	29.61	78	86	E	1	b
Sharp Peak	7 a.	29.62	82	87	NW	1	o
Amoy	6 a.	29.58	80	78	W	4	o
Swatow	"	—	70	95	SSE	1	b
Taiboku	"	29.73	97	92	—	0	o
Taichu	"	29.63	75	—	SSE	2	o
Tainan	"	29.74	73	—	E	—	o
Koshun	"	29.71	77	—	VNW	—	of
Pescadores	"	29.71	77	—	S	4	d
Canton	"	29.60	80	91	—	0	or
Hongkong	"	29.60	82	84	—	0	o
Gap Rock	"	29.58	—	—	SSW	3	c
Macao	"	29.58	81	94	SW	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	"	—	—	—	—	—
Pakhoi	"	"	—	—	—	—	—
Phulien	7 a.	—	—	—	—	—	—
Tourane	"	"	—	—	—	—	—
CapeS.James	"	"	—	—	—	—	—
Aparri	6 a.	—	—	—	—	—	—
Dagupan	"	"	—	—	—	—	—
Manila	"	29.73	81	80	W	2	o
Legaspi	"	29.73	87	91	SW	2	o
Tacloban	"	29.76	77	96	—	0	b
Iloilo	"	"	—	—	—	—	—
Surigao	"	29.75	81	80	W	2	b
Guam	4 20	29.73	—	—	SW	1	b
Labuan	6 a.	29.73	80	82	NE	4	o

C. W. JEFFRIES, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in inches, t tenths and hundredths.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FLAG.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BOSTON & NEW YORK via SUEZ	Birmingham City	Brit.	The Bank Line, Ltd.	On 27th inst.
NEW YORK via SUEZ CANAL	Akita Maru	Jap.	Nippon Yusen Kaisha	On 25th inst.
NEW YORK via PANAMA CANAL	Egremont Castle	Brit.	Dodwell & Co., Ltd	About 19th Sept.
NEW YORK via JAPAN PORTS, SAN FRANCISCO &c.	Honolulu Maru	Jap.	Osaka Shosen [illegible]	On 9th Sept.
NEW YORK via SUEZ CANAL	Celtic Prince	Am.	Shewan, Tomes & Co.	Early Oct.
SAN FRANCISCO & SEATTLE	Elkton	Am.	The Admiral Line Pacific S.S. Co.	About 11th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 12th inst.
SAN FRANCISCO via USUAL PORTS OF CALL	Venezuela	Am.	Pacific Mail S.S. Co.	On 11th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 12th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 28th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 6th Sept.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c	Toyohashi Maru	Jap.	Nippon Yusen Kaisha	On 15th inst. at 11 A.M.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	City of Spokane	Am.	The Admiral Line Pacific S.S. Co.	About 19th inst.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Delight	Am.	Frank Waterhouse & Co.	About 25th inst.
PORTLAND	Coaxet	Am.	The Admiral Line Pacific S.S. Co.	About 22nd inst
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 13th inst
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Ixion	Brit.	Butterfield & Swire	On 19th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	On 20th inst.
MARSEILLES & LONDON via SUEZ	Lahore	Brit.	P. & O.-B. I. & A. L.	About 16th inst.
MARSEILLES via BAIPHONG, SAIGON, SUEZ &c.	Amazone	Fren.	Messageries Maritimes	About 9th inst.
LIVERPOOL & MARSEILLES via SINGAPORE, C'BO &c.	Kanagawa Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
HAVRE & LIVERPOOL	Alcinous	Brit.	Butterfield & Swire	On 20th inst.
GENOA, LONDON & ANTWERP	Glentara	Brit.	Jardine, Matheson & Co., Ltd	On 11th inst.
GENOA, MARSEILLES, GLASGOW & LIVERPOOL	Pellerophon	Brit.	Butterfield & Swire	On 22nd inst.
LONDON, AMSTERDAM & ANTWERP	Oanfa	Brit.	Butterfield & Swire	On 16th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Shidzuoka Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., at Noon.
LONDON & HAMBURG	Prometheus	Brit.	Butterfield & Swire	On 23rd inst.
LONDON, AMSTERDAM & HAMBURG	Protesilaus	Brit.	Butterfield & Swire	On 31st inst.
LONDON, ANTWERP & ROTTERDAM &c.	Alps Maru	Jap.	Osaka Shosen Kaisha	On 7th Sept.
LONDON	Kansas	Brit.	The Bank Line, Ltd.	On 10th Sept.
ROTTERDAM & HAMBURG	Tobe	Brit.	Butterfield & Swire	Beginning of Sept.
MAURITIUS & DELAGOA BAY	Lindsay Moller	Brit.	Innes & Manu	On 22nd inst.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O.-B. I. & A. L.	About 14th inst.
BOMBAY & COLOMBO	Luzon Maru	Jap.	Osaka Shosen Kaisha	On 24th inst
STRAITS & CALCUTTA	Taisang	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst., at 3 P.M.
BOMBAY & COLOMBO via SINGAPORE	Tenshin Maru	Jap.	Nippon Yusen Kaisha	On 26th inst
SINGAPORE, PENANG, C'BO BRINDISI VENICE, &c.	Pilana	Brit.	Dodwell & Co., Ltd.	On 14th inst., at D'light.
SINGAPORE, PENANG & BELAWAN-DELI	Van Waerwyck	Dut.	Java-China-Japan-Lijn	On 17th inst.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Penang Maru	Jap.	Nippon Yusen Kaisha	On 13th inst.
CALCUTTA via STRAITS & RANGOON	Takada	Brit.	P. & O.-B. I. & A. L.	About 17th inst.
LOS ANGELES, CALIFORNIA, U.S.A.	West Montop	Am.	Los Angeles Pacific Nav. Co.	About 12th inst.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 19th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 19th inst., at 11 A.M.
AUSTRALIAN PORTS via SANDAKAN	Eastern	Brit.	P. & O.-B. I. & A. L.	About 17th inst.
AUSTRALIAN PORTS via MANILA	Hwah Ping	Chi.	The China & Australia S.S. Co.	On 12th Sept.
SOUTH AMERICAN PORTS via CAPE	Penang Maru	Jap.	Nippon Yusen Kaisha	On 13th inst.
SYDNEY & MELBORNE	Kunajiri Maru	Jap.	Osaka Shosen Kaisha	On 25th Sept.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, &c.	Chicago Maru	Jap.	Osaka Shosen Kaisha	On 9th Sept.
VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO &c.	Anyo Maru	Jap.	Toyo Kisen Kaisha	On 9th Sept.
JAPAN PORTS	Madras Maru	Jap.	Osaka Shosen Kaisha	On 30th inst.
JAPAN	Hokotu Maru	Brit.	Dodwell & Co., Ltd.	About 14th inst.
YOKOHAMA	Tijleboet	Dut.	Java-China-Japan Lijn	About 19th inst
NAGASAKI, KOBE & YOKOHAMA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	Nagato Maru	Jap.	Nippon Yusen Kaisha	On 13th inst
SHANGHAI	Sunning	Brit.	Butterfield & Swire	On 12th inst., at Noon.
SHANGHAI	Plassy	Brit.	P. & O.-B. I. & A. L.	On 12th inst., at Noon.
SHANGHAI & TSINGTAO	Yingchow	Brit.	Butterfield & Swire	On 14th inst., at 4 P.M.
SHANGHAI	Horsang	Brit.	Jardine, Matheson & Co., Ltd.	On 14th inst. at D'light
SHANGHAI	Hangsang	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst. at D'light
SHANGHAI, KOBE & YOKOHAMA	Paul Lecat	Fren.	Messageries Maritime	About 17th inst.
SHANGHAI & JAPAN	Hungaria	Brit.	Dodwell & Co., Ltd.	About 31st inst.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 13th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 17th inst., at 2 P.M.
SWATOW & BANGKOK	Chinhua	Brit.	Butterfield & Swire	On 17th inst., at Noon
SWATOW, AMOY & FOOCHOW	Hailoong	Brit.	Douglas Lapraik & Co.	On 20th inst., at 2 P.M.
KEELUNG via SWATOW & AMOY	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 15th inst.
TAKAO via SWATOW & AMOY	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 12th inst.
MANILA	Yuensang	Brit.	Jardine, Matheson & Co., Ltd	On 13th inst., at 3 P.M.
JAVA	Haiyang	Dut.	Java-China-Japan Lijn	About 13th inst.
JAVA	Porneo Maru	Brit.	Dowell & Co, Ltd.	About 22th inst.
SAIGON, BANGKOK & SINGAPORE	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 1st Sept.

CPOS

SAILINGS
HONGKONG to VANCOUVER
via Shanghai, Nagasaki (*Moji) Kobe & Yokohama

Steamer	From Hongkong	Due Vancouver
*MONTEAGLE	Aug. 12	Sept. 5
EMPRESS OF RUSSIA	Aug. 26	Sept. 18
EMPRESS OF JAPAN	Sept. 14	Oct.
EMPRESS OF ASIA	Sept. 23	Oct. 11
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
*MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
*MONTEAGLE	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific.—Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 702. Cable address: OACANPAC.
CANADIAN PACIFIC OCEAN SERVICES.

FOR MAURITIUS & DELAGOA BAY.

S.S. "LINDSAY MOLLER"
sailing on 22nd August.

For PASSAGE & FREIGHT APPLY To:—
INNES & MANU,
AGENTS,
15, WYNDHAM STREET.
1173]

FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.

For NEW YORK
"CELTIC PRINCE" ... [via SUEZ CANAL ... ... Early October.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
For freight and further particulars, apply to—
SHEWAN TOMES & CO.,
Agents.
1131

N. Y. K.
NIPPON YUSEN KAISHA
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
TOYOHASHI MARU (calling Manila) ... ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (calling Manila) ... ... Monday, 16th Aug., at 11 a.m
FUSHIMI MARU ... ... Saturday, 11th Sept., at 11 a.m

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
SHIDZUOKA MARU ... ... Thursday, 26th Aug., at Noon.
KAGA MARU ... ... Friday, 3rd Sept., at Noon

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
KANAGAWA MARU ... ... Friday, 20th August.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU ... ... Thursday, 19th Aug., at 11 a.m
TANGO MARU ... ... Wednesday, 22nd Sept., at 11 a.m

NEW YORK via Suez Canal.
AKITA MARU ... ... Wednesday, 25th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban & Cape Town.
PENANG MARU ... ... Friday 13th August.

BOMBAY & COLOMBO via Singapore.
TENSHIN MARU ... ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.
PENANG MARU ... ... Friday, 13th Aug

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... ... Friday, 20th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
YOKOHAMA MARU ... ... Thursday, 12th Aug., at 11 a.m
NAGATO MARU ... ... Thursday, 19th August.
TAIAN MARU ... ... Saturday, 14th August.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	6th Aug.	12th Aug. 4 P.M.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and passage apply to—BUTTERFIELD & SWIRE, Agents. [421

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

14

"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

LONDON ... ... "KANSAS" ... ... 10th Sept.
LONDON ... ... "SWAZI" ... ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co., CANTON.

THE BANK LINE, LTD.,
General Agents.

22

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail	
HONGAY	"HUNAN"	On 11th Aug.,	8 A.M.
HOIHOW & BANGKOK	"WUHU"	On 11th Aug.,	3 A.M.
HONGAY	"NINGPO"	On 12th Aug.,	8 A.M.
HOIHOW and SINGAPORE	"HUPEH"	On 12th Aug.,	9 A.M.
SHANGHAI	"SUNNING"	On 12th Aug.,	9 A.M.
SHANGHAI and TSINGTAO	YINGCHOW	" 13th Aug.,	4 P.M.
SWATOW and BANGKOK	"CHINHUA"	" 14th Aug.,	4 P.M.
		On 17th Aug.,	Noon.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 26.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent sailing.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

"HAIHONG"	(Occupying 9 to 10 Days).		
"HAICHING"	Capt. W. C. Passmore	FRIDAY,	13th Aug., at 2 P.M.
"HAILOONG"	Capt. A. H. Stewart	TUESDAY,	17th Aug., at 2 P.M.
	Capt. J. S. Thomson	FRIDAY,	20th Aug, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.
HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. WEST HIKA ...	Aug. 23rd.	S.S. WEST MONTOP...	Aug. 19th.
S.S. VINITA	Sept. 12th.	S.S. WEST HIKA ...	Aug. 25th
S.S. WEST HIXTON ...	Oct. 7th.	S.S. VINITA	Sept. 15th
		S.S. WEST HIXTON...	Oct. 10th

through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-routes Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Cal.
Branch Office:—Kobe, Shanghai, Manila, Singapore.

Hongkong Office:—Prince Bathurn, Chater Rd Tel. No. 1063.

CHAS. K. RICHARDSON
General Agent for South China

4681

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE" (Cargo)	5,200	16th Aug	Marseilles, London & Antwerp
"DUNERA"	5,400	14th Aug.	Singapore, Colombo & Bombay
"KALYAN"	9,000	15th Aug.	Marseilles, London & Antwerp
"PLASSY"	7,400	28th Aug.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Sept	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	17th Aug.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"PLASSY"	7,400	12th Aug. D'light	Shanghai only
"JAPAN"	6,100	16th Aug.	Shanghai & Japan.
"KHIVA"	9,000	17th Aug.	Shanghai & Japan.
"ARRATOON APCAR"	4,500	17th Aug.	Shanghai & Japan.
"MADRAS"	7,000	26th Aug.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & C. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 7ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG
—Monthly directly service via Singapore and Port Said.

"ALPS MARU" ... (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" ... ... Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU" ... ... Thursday, 9th Sept.
"CANADA MARU" ... ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"SIAM MARU" ... ... Monday, 23rd Aug.
"LUZON MARU" ... ... Tuesday, 24th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"SHISEN MARU" ... ... Wednesday, 1st Sept

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"KUNAJIRI MARU" ... ... Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA
Regular fortnightly services touching at intermediate ports in Japan are taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"AFRICA MARU" ... ... Friday, 20th Aug.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU" ... ... Wednesday, 1st Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... ... Thursday, 9th Sept.

NEW ORLEANS LINE.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" ... ... Monday, 30th August.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... ... Sunday, 15th August.

TAKAO via SWATOW & AMOY.

"OSHU MARU" ... ... Thursday, 12th August

For sailing dates and further particulars please apply to:—

Y. YASAUDA,
Manager,
No. 1, Queen's Building.

Tel. No 744 & 745. 21

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	...Aug. 12th.
SHINYO MARU	22,000	...Sept. 6th.
PERSIA MARU	9,000	...Sept. 17th.
KOREA MARU	20,000	...Sept. 30th.
SIBERIA MARU	20,000	...Oct. 12th.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA, & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITHS, LTD. [35

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT" ... 10,000	On or about 17th Aug.
	"ARMAND BEHIC" 10,000	On or about 4th Sept.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"AMAZONE" 10,000	On or about 20th Aug.
	"ANDRE LEBON" 22,000 ...	On or about 6th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.
operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe).

"CITY OF SPOKANE ... ... About Aug. 19th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"COAXET" ... ... About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

"ELKTON" ... ... About Aug. 11th.

Through Bills of Lading issued to Overland, Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.
Fifth Floor, HOTEL MANSION.

TELEPHONE 2477 & 2478.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE
Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... ... Aug. 11th.

ALSO

HONGKONG—CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions.
Cable Address "SOLANO."

Telephone 141

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Europe (via Negapatam)	*Yokohama Maru*	11th Aug.
Straits	*Ploesy*	11th Aug.
Shanghai	*Yingchow*	11th Aug.
Japan	*Penang Maru*	13th Aug.
Bombay	*Tatian Maru*	13th ug.
Straits	*Japan*	14th Aug.
Manila and Australia	*Tango Maru*	19th Aug.

OUTWARD MAILS.

For	Per	Date
Philippine Islands	*West Mantop*	Wednesday, 11th; 9.00 A M
Shanghai, N. China, *Japan via Kobe, Honolulu, *Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO	*Venezuela*	Wednesday, 11th, Registration 9.45 A M, Letters 10.30 A M
*Shanghai, *North China & *Japan via Moji	*Atlas Maru*	Wednesday, 11th, 4.00 P M
Formosa via Takao	*Shisen Maru*	Wednesday, 11th, 4.00 P M
*Shanghai and *North China	*Ploesy*	Wednesday, 11th, 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, and Egypt	*Gibraltara*	Wednesday, 11th, 5.00 P M
Hoilow and *Straits	*Hupeh*	Thursday, 12th, 8.00 A M
Swatow Amoy and Formosa via Takeo	*Soshu Maru*	Thursday, 12th, 8.00 A M
*Shanghai, *N. China & *Japan via Kobe	*Yokohama Maru*	Thursday, 12th 10.00 A M
Formosa via Keelung, *Shanghai and *N. China, *Japan via Moji, Canada, *United States, *Central and South America, and EUROPE via VANCOUVER, B.C.	*Monteagle*	Thursday, 12th, Registration 9.45 A M, Letters 10.30 A M
Shanghai, North China, Japan via Nagasaki, Honolulu, *Canada, United States, Central and South America, and *EUROPE via SAN FRANCISCO	*Tenyo Maru*	Thursday, 12th, Registration 9.45 A M, Letters 10.30 A M
Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Island	*Taiyuan*	Thursday, 12th, Registration 1.45 P M, Letters 2.30 P M
Shanghai, and North China	*Sunning*	Thursday, 12th, 3.00 P M
*Swatow	*Hydrangea*	Thursday, 12th, 4.00 P M
Swatow, Amoy and Foochow	*Hai Hong*	Friday, 13th, 1.00 P M
Philippine Islands	*Tuenwang*	Friday, 13th, 2.00 P M
Straits, Bangkok, Egypt and *EUROPE via LIVERPOOL	*Alcinoos*	Saturday, 14th 11.00 A M
Shanghai and North China	*Yingchow*	Saturday, 14th, 3.00 P M
Swatow, Amoy and Formosa via Keelung	*Amakusa Maru*	Sunday, 15th, 9.00 A M
Philippines Islands, *Formosa via Keelung, *Shanghai, *North China, *Japan via Moji, *Canada, *United States, *Central, and South America and *EUROPE via VICTORIA, B.C.	*Toyohashi Maru*	Sunday, 15th, Registration 9.00 A M, Letters 9.00 A M
Philippine Islands, *Shanghai, *North China, *Japan via Nagasaki, China, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C.	*Kashima Maru*	Monday, 16th, Registration 8.45 A M, Letters 9.30 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	*Oanfa*	Tuesday, 17th, Registration 9.45 A M, Letters 10.30 A M

The Parcel Mail will be closed on Monday, 16th, August 5 p.m.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST SERVICES.

LONDON SERVICE
(DIRECT).

"OANFA"	16TH AUG.	London, Amsterdam & Antwerp.
"PROMETHEUS"	22ND AUG.	London & Hamburg
"PROTESILAUS"	31ST AUG.	London, Amsterdam & Hamburg.
"ACHILLES"	9TH SEPT.	London, Amsterdam & Antwerp.
"LYCAON"	20TH SEPT.	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"ALCINOUS"	20TH AUG.	Havre & Liverpool.
"BELLEROPHON"	22ND AUG.	Genoa, Ms'lles, L'pool & Glasgow.
"RHESUS"	4TH SEPT.	Havre & Liverpool.
"CYCLOPS"	11TH SEPT.	Genoa, Ms'lles, L'pool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"IXION"	19TH AUG.	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	7TH SEPT.	
"TYNDAREUS"	6TH OCT.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

See separate Joint advertisement.

FOR FREIGHT AND FURTHER INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1241]

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital $4,000,000. Surplus $1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

SHANGHAI	TIENTSIN	MANILA	PEKING
HANKOW	CANTON	CHANGSHA	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

D. M. BIGGAR,
Hongkong Manager.

1131]

COMMERCIAL.

OPENING QUOTATIONS.

August 11th.

On London.—	
Telegraphic Transfer	4 1⅛
Bank Bills, on demand	4 1⅛
Bank Bills, at 3 days sight	4 1⅛
Bank Bills, at 4 months sight	4 2⅛
Credits, at 4 months' sight	4 3⅛
Documentary Bills, 4 months' sight	4 1⅛
On Paris.—	
Bank Bills, on demand	
Credits, 4 months' sight	1100
On New York.—	
Bank Bills, on demand	nom
Credits, at 6 days' sight	77⅛
On Bombay.—	
Telegraphic Transfer	nom.
Bank bills, on demand	nom.
On Calcutta.—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom.
On Shanghai.—	
Bank bills, at sight	nom
Private, 30 days' sight	nom
On Yokohama.— On demand	142½
On Manila.— On demand— Pesos	162 n.
On Singapore—On demand	178
On Batavia.— On demand	212
On Haiphong.— On demand	nom.
On Saigon — On demand	nom.
On Bangkok.— On demand	51
Sovereigns. Bank's Buying rate	$ 4.75 n.
Gold Leaf 100 fine, per tael	$35.4
Bar Silver per oz	59⅛d

SUBSIDIARY COINS.

	Per cent.	
Hongkong...20 cents piece	$0.00	Discount
Hongkong...10 "	0.12	"
Canton ..20 "	10 25	"
Canton ...10 "	0 00	Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. 9

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 37,500,000
Reserve Funds	" 7,050,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Vœux Road, Central,
Hongkong, November 1st, 1919. [42

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bhara Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong June 30th, 1920 [44

ARE MADE FROM THE HIGHEST COST AND MOST DELICATELY FLAVOURED

TOBACCO

GROWN IN VIRGINIA.

SOLD IN AIR-TIGHT TINS OF 50 CIGARETTES AND OBTAINABLE AT ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:

Hon. Mr. R. V. D. PARR—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnstone
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager

Hongkong, May 18th, 1920. 8

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

AUTHORIZED CAPITAL	F. 250,000,000
SUBSCRIBED CAPITAL	F. 150,000,000
PAID UP	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	F. 50,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:

In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:

Mr. PONG WAI TING, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok ChingKong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager
Hongkong, February 12th, 1920 [109

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phnom-Penh	
Hanoi	Pondichery	

BANKERS.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [76

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—6, Des Vœux Road Central.
Hankow Branch—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 99

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	3,197,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE HEL,
Manager.

Hongkong, February 6th, 1920. 84

JUST ARRIVED

A CONSIGNMENT OF

MESSRS. SHANKS & CO., LTD.

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN
ABOVE AND BELOW WATER LINE.

C. E. WARREN & Co., Ltd.,

81 & 82, Des Vœux Road Central.

Established 1900. [331

香港華商總會報
HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the
CHUNG NGOI SUN PO
(Chinese *Daily Press*)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE

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